

July 2, 2026

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

RE: Request for Qualifications | Contract #2026-020 | US 60 (Grand Avenue): Deer Valley Road to Loop 303 (Ultimate System Interchange) | Design Concept Report and Environmental Assessment

Dear Members of the Selection Committee:

ADOT recognizes that sustained population growth across the Maricopa Association of Governments (MAG) region is fundamentally reshaping communities, increasing travel demand, and placing mounting pressure on the freeway network. As more residents choose the Northwest Valley and the City of Surprise (COS) as home, the need to advance targeted, well-conceived transportation solutions to improve capacity, safety, and economic vitality remains a priority for ADOT, MAG, and COS. Stanley Consultants is excited to partner with ADOT on the US 60 (Grand Avenue): Deer Valley Road to Loop 303 (Ultimate System Interchange) Design Concept Report (DCR) and Environmental Assessment (EA), a critical step in ADOT's response to the commercial and residential growth in MAG's northwest quadrant. With a legacy of **PAST** success on this exact corridor, **PRESENT LEADERSHIP** actively shaping the region, and a clear **FUTURE VISION** for the Northwest Valley, the Stanley Team brings a level of preparation and experience to this project that no other team can match.

PAST EXPERIENCE – Individuals with Detailed Knowledge of US 60 and SR 303L: The Stanley Team, comprising both in-house experts and partner firms (shown below, right), has successfully completed similar projects throughout the MAG region. Our team's knowledge and past design experience for the US 60/SR 303L Interim System Interchange in 2014 and track record of delivering high-quality DCRs, EAs, and final designs for ADOT are well-respected in the Arizona transportation industry. Our partners have committed key technical experts from the original 2014 design, for environmental, geotechnical, and utility coordination which will bring well-grounded technical analysis to the alternative selection process.

PRESENT LEADERSHIP – Proven Expertise on Region-Defining Projects: Led by Jackie Noblitt, PE (AZ #30472), a highly-respected Project Manager (PM), who has focused her career on delivering ADOT DCRs and EAs that meet the established project goals. Jackie's unmatched experience provides ADOT with the assurance that our team knows your development processes, swiftly navigates conflicts to resolutions, and will effectively manage this project's schedule. Jackie is supported by Gary Melita, PE (AZ #30516) for Alternatives Development and Risk Management (two key elements that measure the overall success of the project) and with Ravi Ambadipudi, PE (AZ #46727), who brings traffic modeling expertise and leadership from MAG's US 60, SR 303L to SR 74 Corridor Study (completed in February 2026).

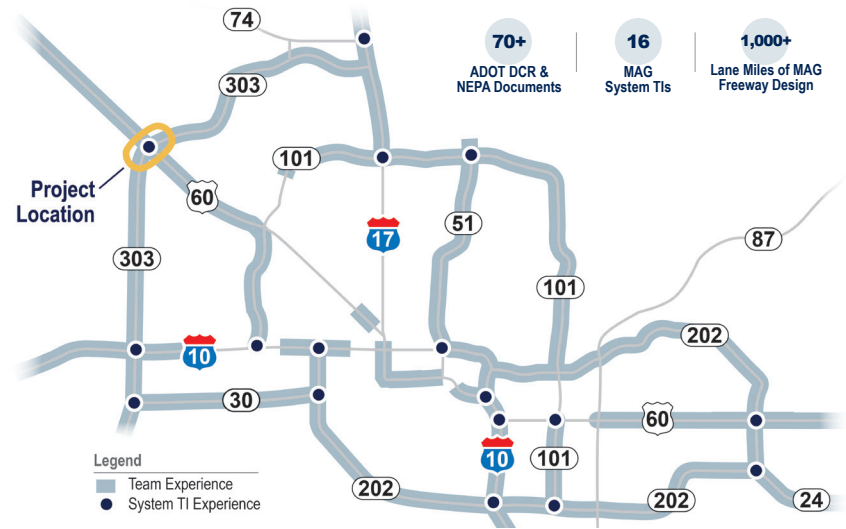
FUTURE VISION – Innovation, Collaboration and Practical Design Approach Expertise: Our goal, as trusted freeway design and environmental leaders to ADOT and MAG, is to facilitate a preferred alternative that meets the needs of stakeholders and improves the safety and capacity, while addressing the anticipated growth of the Northwest Valley for the next generation. We have unparalleled MAG regional freeway experience and established stakeholder relationships with ADOT, MAG, FHWA, and City of Surprise. Presented in this SOQ are our team's Performance Based Practical Design (PBPD) preliminary concepts that will lead to a recommended alternative with ingenious geometric design, improved interchange functionality, enhanced constructability, and a clear vision for future expansions of SR 303L and US 60. This team is prepared and organized to transition immediately to final design, if requested by ADOT.

We are excited to formally express our interest in selection for this project. Karen Hobbs, PE (AZ #41977) will serve as the Project Principal and understands the importance of this project. We confirm the commitment of our key personnel identified in the submittal to exceed your quality and schedule expectations. Stanley is not a certified DBE. We look forward to partnering with ADOT, MAG, and COS to deliver this project.

Sincerely,


Karen Hobbs, PE
Project Principal | AZ PE #41977


Jackie Noblitt, PE
Project (Contract) Manager | AZ PE #30472



Stanley Consultants' Team has delivered DCRs, EAs, and final design projects on every MAG freeway over the **PAST** 40 years. Our team's **PRESENT LEADERSHIP** brings in-depth and current experience delivering high-profile projects on SR 303L, SR 101L, and US 60. Our **FUTURE VISION** will provide stakeholders (including the public) with improved operations with less delay to access this area of the Northwest Valley.




Stanley Consultants

Stanley has been serving ADOT for more than 40 years and has led or been a partner in development of 12 system TIs.



Jacobs

In-depth project knowledge for traffic modeling and public engagement provides a solid foundation for DCR and EA development.




TYPESA

Largest in-house environmental team in Arizona ready to address any project need during the NEPA process.




POINT
ENGINEERS

Serving as utility coordinator for the SR 303L, 155th Ave TI, extends the partnership and communication continuity between projects.




ethos
ENGINEERING, LLC.

A trusted Stanley partner for over 10 years, completing over 25 projects' geotechnical investigations throughout the MAG region.




AEROTECH-MAPPING, INC.

Delivering aerial mapping for more than 65 ADOT projects, FAA-certified to operate in a variety of air spaces throughout Arizona.



Engineering Consultants Section SOQ Proposal Certifications Form

Contract #: 2026-020Consultant Name: Stanley Consultants, Inc.

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

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

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

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

Print Name: Karen Hobbs, PETitle: Project PrincipalSignature: Date: 7/1/2026

Revised 2/11/2022

**ARIZONA DEPARTMENT OF TRANSPORTATION
ENGINEERING CONSULTANTS SECTION
PARTICIPATION IN BOYCOTT OF ISRAEL - CONSULTANT CERTIFICATION FORM
ADOT ECS Contract No.: 2026-020**

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

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

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

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

Under A.R.S. §35-393:

1. "Boycott" means engaging in a refusal to deal, terminating business activities or performing other actions that are intended to limit commercial relations with entities doing business in Israel or in territories controlled by Israel, if those actions are taken either:
 - (a) Based in part on the fact that the entity does business in Israel or in territories controlled by Israel.
 - (b) In a manner that discriminates on the basis of nationality, national origin or religion and that is not based on a valid business reason.
2. "Company" means an organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, limited liability company or other entity or business association, including a wholly owned subsidiary, majority-owned subsidiary, parent company or affiliate, that engages in for-profit activity and that has ten or more full-time employees.
- ...
5. "Public entity" means this State, a political subdivision of this State or an agency, board, commission or department of this State or a political subdivision of this State.

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

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

- ☒ The Company submitting this Offer **does not** participate in, and agrees not to participate in during the term of the contract, a boycott of Israel in accordance with A.R.S. §35-393 *et seq.* I understand that my entire response will become public record in accordance with A.A.C. R2-7-C317.
- ☐ The Company submitting this Offer **does** participate in a boycott of Israel as described in A.R.S. §35-393 *et seq.*
- ☐ **Exempt Solicitation, Contract, or Contractor.**
Indicate which of the following statements applies to this Contract:
- ☐ Solicitation or Contract has an estimated value of less than \$100,000;
 - ☐ Contractor is a sole proprietorship;
 - ☐ Contractor has fewer than ten (10) employees; and/or
 - ☐ Contractor is a non-profit organization.

Stanley Consultants, Inc.				
Company Name			Signature of Person Authorized to Sign	
3133 E. Camelback Road, STE 100			Karen Hobbs, PE	
Address			Printed Name	
Phoenix	AZ	85016	Project Principal	7/1/2026
City	State	Zip	Title	Date

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



FORCED LABOR OF ETHNIC UYGHURS BAN Certification Form

Forced Labor of Ethnic Uyghurs Ban

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

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

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

Under A.R.S. §35-394:

1. "Company" means an organization, association, corporation, partnership, joint venture, limited partnership, limited liability partnership, limited liability company or other entity or business association, including a wholly owned subsidiary, majority-owned subsidiary, parent company or affiliate, that engages in for-profit activity and that has ten or more full-time employees.
 - (a) Based in part on the fact that the entity does business in Israel or in territories controlled by Israel.
 - (b) In a manner that discriminates on the basis of nationality, national origin or religion and that is not based on a valid business reason.
2. "Public entity" means this State, a political subdivision of this State or an agency, board, commission or department of this State or a political subdivision of this State.

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

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

Stanley Consultants, Inc.

Company Name

3133 E. Camelback Road, STE 100

Address

Phoenix

City

AZ

State

85016

Zip

Signature of Person Authorized to Sign

Karen Hobbs, PE

Printed Name

Project Principal

Title

Project Understanding: US 60 isn't just a highway, it's the backbone of the MAG region, forged in 1931 to move minerals, crops, and curious travelers across the Southwest. That same growth it helped ignite now demands more: SR 303L, once a quiet two-lane rural road, has transformed into a six-lane urban freeway over the last 35 years—a testament to the region's relentless expansion and the corridors built to keep pace with it. **In 2014, ADOT and MAG answered the growing demand at their intersection, with Stanley Consultants leading design of a new traffic interchange—**balancing bold concepts like a multi-level diverging diamond interchange against real-world funding realities to deliver the interim ramp configuration drivers rely on today to access this part of the metropolitan area.

Now, a decade later, the region's growth has once again outpaced the infrastructure: surging commuter volumes, BNSF Railway (BNSF) freight serving the new Logistics Park Phoenix intermodal facility near Wittman, and rapid development along 163rd Avenue in Surprise are driving the need for the ultimate US 60/SR 303L System Interchange. The 2026 MAG US 60 Loop 303 to SR 74 Corridor Study (authored by Jacobs), provides a foundation for the development of a transportation solution built for the region's future, well into the 21st century.

Figure 1: Tasks and Institutional Elements Tailored to Meet the Specific Project Needs for US 60/SR 303L Ultimate TI

Project Management Approach

The Stanley Team met with all project stakeholders, further analyzed MAG's report digging deeper into the foundational technical elements of the project, and grouping what we learned into three discrete approaches to deliver high quality and effective DCR, EA, and supporting documents:

- Developing Implementable Recommendations** that address immediate project needs and future traffic demands by seamlessly integrating Performance Based Practical Design (PBPD) practices.
- Compliant Environmental Documentation** that is flexible to meet current and ongoing policy changes.
- Agency Consensus Building & Stakeholder Engagement** building off of the consistent public outreach that began during the Corridor Study development.

Our management approach will drive the DCR and EA development main goal: a preferred alternative for final design development and construction that will accommodate the explosive growth of the last 10 years PLUS growth anticipated for the next 20 years. **Figure 1 outlines the DCR and EA framework and identifies the tasks and institutional elements required for project delivery.**

Our **PAST** design experience for the interim TI is a solid foundation for technical specifics and in site conditions. Our team's **CURRENT** experience developing the MAG Study maintains continuity into the DCR with traffic modeling, stakeholder consensus building, and public engagement. Our team's combined expertise is at the core of our approach - we will hit the ground running with no start up to provide a functional, cost-effective Ultimate TI for at least the **NEXT 20 YEARS**.

Jackie Noblitt, the Stanley Team's PM, will be responsible for driving the project's progress, and work directly with ADOT's PM, Scott Sayles to complete the daily project activities. Highlighted below are two critical areas of Project Management that Jackie and our team recommend integrating into the development process:

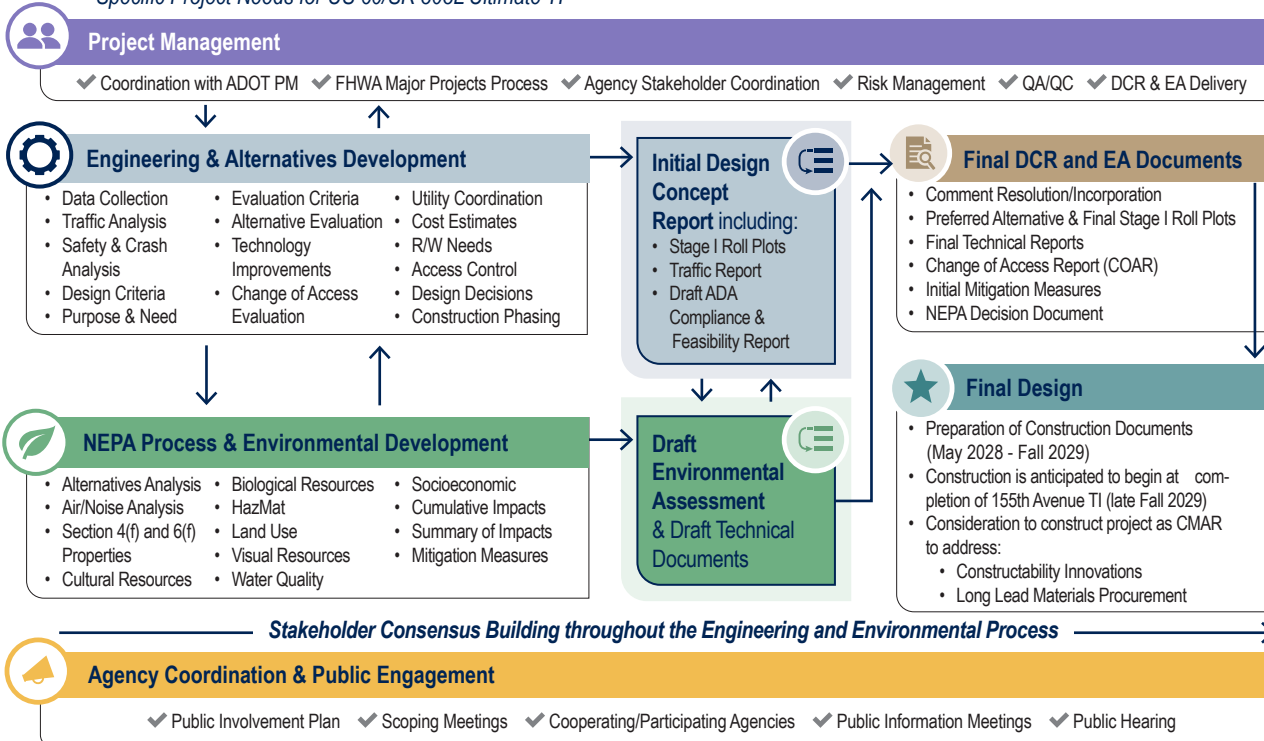
Risk Mitigation: Many risks can be addressed during the DCR and EA process, which will simplify final design and reduce unanticipated design challenges that increase project costs. To elevate risk management throughout DCR and EA development, **Gary Melita, as Risk Manager, will work in concert with Diana Kelly, Engineering Lead and Diana Dunn, Environmental Lead**, to identify, monitor and mitigate risks throughout project's lifecycle during the monthly progress meetings. Identifying, monitoring and reporting progress of each risk, increases team awareness and responsiveness to timely resolutions to prevent schedule slippage.

Agency Engagement Roundtable (AER): Thoughtful and inclusive engagement is essential to this project's success. We recommend establishing formalized agency coordination quarterly meetings, separate from the monthly progress meetings, facilitated by Jackie Noblitt, composed of representatives from ADOT, MAG, FHWA, and the COS. Key benefits include:

- » Opportunity for discipline-specific discussions on areas of concern.
- » Regular feedback on and concurrence with alternatives, as well as risk identification and resolution.
- » Coordination with project stakeholders including BNSF, Arizona State Lands Department (ASLD), and Flood Control District Maricopa County (FCDMC).

This roundtable forum with all agency partners will maintain focus on the project goals and deliver a comprehensive and defensible DCR and EA. **We will proactively partner with agency stakeholders, building off the momentum Jacobs initiated with the Corridor Study.**

Special Issues and Tasks: Throughout the following pages, we discuss the special issues with alternative development, the NEPA process, agency coordination and public engagement. The Stanley Team's planning and design expertise, project development capabilities, collaboration and consensus building skills, strength in PBPD, and in-depth project knowledge and experience will support ADOT and MAG on this regionally significant project.





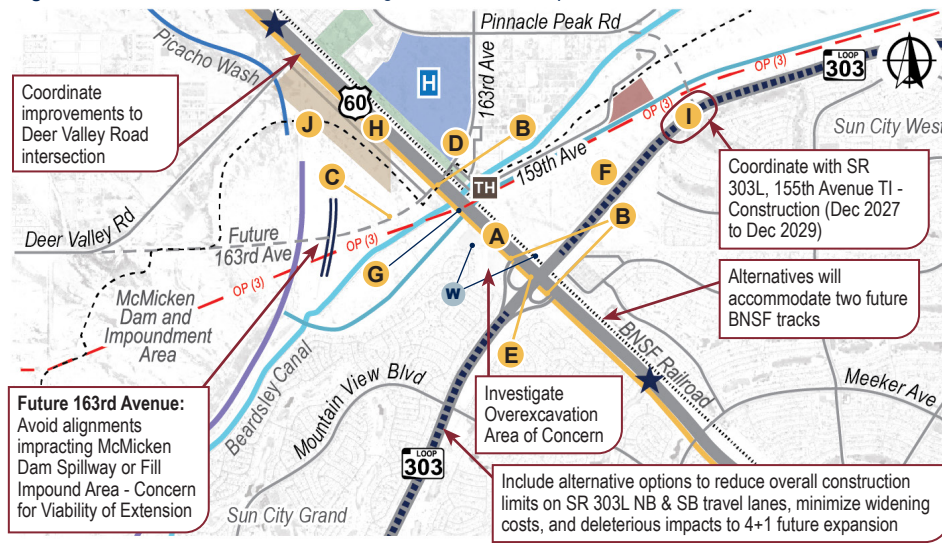
Engineering & Alternatives Development

Engineering Approach: From our ADOT and MAG corridor experience, we know exactly where our project coordination and design efforts need to begin. The Stanley Team has met with all agency stakeholders including ADOT PMG, COS, FCDMC, ASLD, MAG, and ADOT Technical Groups to gain a thorough understanding of the current issues facing US 60, SR 303L, 163rd Avenue, Deer Valley Road and the surrounding communities. From those discussions, we have identified the following **key technical issues** to be addressed to deliver a successful project to its stakeholders.

- » **Traffic Operations/Future Demands**
- » **Coordination with Utilities, FCDMC & MWD**
- » **MOT/Phasing and Constructability**
- » **BNSF Coordination**

Elements and key features for consideration of alternative development are highlighted in greater detail, below on **Figure 2** and in the following discussions.

Figure 2: Features for Consideration during Alternative Development



Area of Concern	PBPD Approach	Area of Concern	PBPD Approach
A US 60, SR 303L to 163rd Ave	Evaluate weaving and ramp locations to improve operations and capacity	F SR 303L, 155th Avenue TI Coordination	Minimize throw-away elements for aux lanes on SR 303L
B SR 303L, US 60 & 163rd Ave	Evaluate alternatives to improve turning movement operations and reduce delay	G McMicken Dam & Section 408 Permit	Evaluate potential permit need if alternatives impact Dam facilities (USACE)
C 163rd Ave & US 60 South Extension	Coordinate with COS and MCDOT for feasibility to extend arterial south of US 60	H US 60 & BNSF Intermodal Facility	Analyze commercial truck volumes with horizon years align with facility expansion
D 163rd Ave Approach & Intersection	Analyze traffic volumes based on new residential and commercial growth	I System TI Construction Schedule	Manage progress to make certain construction begins when 155th Ave TI opens
E US 60 & SR 303L TI	Evaluate noise & visual impacts evaluation for alternatives	J Maricopa Trail & Trilby Trailhead	Minimize Section 4(f) impacts by reducing closures

Legend

- ★ Project Limits
- TH Trilby Trailhead
- W Well Site (Maintain Access)
- Future Hospital Site
- Truck Parking Study (MAG)
- Asante Park
- City of Surprise Campus
- HP Gas Pipe (SWG)
- OH Power (WAPA, SRP, APS)
- Maricopa Trail (MC Park & Rec)
- = Dam Spillway (cst 2024)
- McMicken Dam (FCDMC)
- Outlet Channel (FCDMC)
- Beardsley Canal (MWD)

Traffic Operations and Future Demands: Traffic growth on recent projects has consistently outpaced modeling projections. Our team will work with MAG and ADOT to validate planning horizons and volume assumptions that reflect long-term demand including any updates to commercial traffic volumes from the new BNSF intermodal facility when it has been fully built out. Once horizon year models have been confirmed, our team will begin to address the following operation and safety considerations:

- » 163rd Avenue projected volumes from residential and commercial development will drive lane capacity assessment
- » Evaluate EB US 60/163rd Avenue on-ramp to SB SR 303L weave distance length by shortening gores, speed considerations
- » Evaluate weave distance from NB SR 303L to WB US 60 to NB 163rd Avenue
- » Examine EB US 60 free-flow bypass of DDI
- » Evaluate two-lane ramps to increase capacity
- » Incorporate COS request to extend US 60 improvements through Deer Valley Road and scaled to meet project needs
- » Public Safety Concerns - High-speeds, crashes, and acceleration distance will drive the alternatives evaluation

Maintenance of Traffic (MOT) and Phasing are anticipated to be the most critical and sensitive issues on the project, as there are no suitable arterial streets available for detour routing, and driver predictability should be prioritized. For example, school bus routes serving Dysart, Nadaburg, and Wickenburg school districts will require careful consideration, as community members have expressed concern regarding extended transit times if the interchange is restricted or closed during the school year. Other key constraints include:

- » **Construction across/over BNSF's ROW** – multiple flagging phases are not allowed
- » **Long Lead times for Buy America materials** for utilities and traffic signal/lighting
- » **Potential material sources** – FCDMC has indicated that unused stockpile material within the outfall channel area is not available for project use, reserved for dam operations.

Constructability will be evaluated during alternative development with accelerated bridge construction opportunities identified early in the process to make certain concepts receive proper vetting with ADOT Bridge and Central District. Additionally, the Corridor Study concept geometry presents significant challenges with back-to-back MSE wall configurations reaching approximately 40-feet in height. While MSE walls are typical up to 30-feet, the complexity of this project warrants evaluation of alternative wall types including cast-in-place walls and longer bridge spans as a preferred substitute for taller wall elements.

Daniel Frechette, PhD, PE **SERVED** as the geotechnical engineer on the Interim TI design in 2014. He worked closely with the Stanley Team to evaluate existing geological data for the project. In **RECENT** projects, Daniel has worked with the Stanley Team to significantly reduce the costly over excavation on SR 303L and on SR 30 to minimize overall heights and back-to-back scenarios for MSE walls to improve project's constructability.

Utility Coordination: We will coordinate with APS, SRP, WAPA, Maricopa Water District (MWD), SW Gas, Transwestern, and communications providers to identify constraints and requirements. Considerations include:

- » **Beardsley Canal and Pipeline Crossings** – Maintain access at all times
- » **MWD Well** (south side of US 60) and **Sun City Recreation Well** (north side) – Maintain operations and maintenance access for both private wells during construction
- » **Overhead Power Crossings** – Clearance elevations as US 60 aligns beneath sags



US 60 (looking east): NB SR 303L to WB US 60 to NB 163rd Avenue (PM) is one of the two heaviest movements through the TI. The inverse the other heaviest movement.

Our team will request and track utility prior rights determinations, develop planning-level utility relocation cost estimates, and identify potential relocation corridors and easement needs early in the study process to support ADOT's and MAG's emphasis on utility risk management, cost certainty, and successful project delivery. **Our Utility Lead, Suzanne Deitering, is currently working with many of these utilities on the adjacent SR 303L, 155th Ave TI design project.**

BNSF Coordination: BNSF tracks are a constraint for developing alternatives as they parallel US 60 through the length of the project, with 200 feet of ROW immediately adjacent to ADOT ROW. Early and consistent coordination with BNSF through ADOT's Railroad Coordinator, Sayeed Hani, will benefit the project as approvals are needed for all work within and above railroad ROW. The Stanley Team is familiar with the BNSF design constraints having coordinated with the railroad during the Interim TI in 2016, and the current key issues include:

- » **Plans for two additional parallel tracks** adjacent to US 60 restrict pier placement within its ROW. ADOT's use of BT98 girders, capable of spanning more than 200 feet, eliminates this constraint by removing the need for piers within BNSF ROW.
- » **Maintenance access** adjacent to BNSF ROW will eliminate risk for Construction & Maintenance agreement between ADOT and BNSF.
- » Sequencing construction work within and adjacent to BNSF ROW will provide more accurate **flagging costs** during construction.
- » All **long-haul telecommunication utilities** have prior rights within BNSF ROW – eliminating conflict risks will lower these frequently overlooked costs.

Additional Key Disciplines and Tasks

Each technical discipline has unique considerations to address during alternative development to align with future needs and mitigate risks to scope, schedule, and costs. **Figure 3** outlines the considerations we will focus on as part of alternative development.

PBPD: Our approach leverages innovation and performance with cost to meet the project's core purpose and need. PBPD includes a clear understanding of the impacts to operational and safety performance, lifecycle costs, long-range operations and sustainability with cost savings. **With that in mind, our team has identified potential PBPD innovations to evaluate as a part of this project, as shown on Page 8.**

One of the first aspects of PBPD alternative development will confirm the specific features that currently exist today and near term-future development that will impact the project. These constraints include:

- » **Planned Development** – Update traffic volumes for new hospital in the northwest corner of US 60 and 163rd Avenue.
- » **Future Access Needs** – New police station on 163rd Ave/ San Ysidro will improve coverage and reduce response times, operational in Fall 2027.
- » **BNSF** – Schedule for new track installation and current timeline for phased expansion of the intermodal facility in Wittman.

Alternatives Evaluation: We will obtain input from ADOT, stakeholders, and the public to identify and confirm alternative evaluation criteria. For this project, we believe Evaluation Criteria will include the following:

Evaluation Criteria for Alternatives

LOS/Traffic Operations	Bridges & Walls	Access Control
Traffic Safety	Earthwork	Utility Impacts
MOT/Phasing	Drainage Impacts	BNSF Impacts
Constructability/Phasing	Land Use Impacts	Construction Costs
Design Decisions	ROW Costs	Noise & Visual Impacts
Agency/Stakeholder/Public Acceptance		FCDMC/MWD Impacts
Maintenance Access and Life Cycle Facility Costs		

As discussed with ADOT Communications, a public meeting will be held to present alternatives to the public prior to identifying and disclosing the Recommended Alternative. This allows public input to be evaluated and incorporated to build connection and consensus with the community. **Further discussion is on page 10 of this SOQ.**

Cost Estimating: Our cost estimating team has experience with both scoping and final design projects. We will review the MAG study estimate and update cost data to set the baseline project estimate. For DCR development, cost estimates will be developed for each alternative using current pricing trends. Our team monitors current market trends and major cost drivers such as pavement, steel, concrete and electrical components.

Value Engineering: Although a formal Cost Risk Analysis and Value Engineering session would occur between Stage II and Stage III, our team's extensive final design experience on urban freeway and TI projects uniquely and naturally drives us to focus on identifying PBPDs, value added design, construction phasing, safe work zones, and overall project cost savings. The benefits to ADOT include a recommended design alternative and evaluation with cost risk analyses and value engineering considered for the transition to final design and preparation of construction documents.

The Stanley Team brings PBPD solutions into every project we design that include cost savings and FHWA Increased Federal Share (IFS). For several **RECENT** ADOT projects, our team evaluated PBPD innovations that saved **ADOT and MAG over \$246M** in construction costs:

- » **\$133M** (PBPD) and **\$18.5M** (IFS) on SR 30, 71st Avenue to SR 202L System TI
- » **\$21M** (PBPD) on I-10, SR 85 to Citrus Road
- » **\$7M** (PBPD) on SR 101L, 75th Avenue to I-17
- » **\$12M** (PBPD) on SR 24, Ellsworth Road to Ironwood Drive
- » **\$37M** (PBPD) and **\$18M** (IFS) on SR 303L, MC 85 to Van Buren Street

Figure 3: Discipline Considerations for Alternative Development

Discipline	Approach
Roadway	» Coordinate with Roadway Group to establish design criteria for atypical US 60/SR 303 system TI. » Identify, evaluate, and discuss Design Decisions for substandard elements with ADOT (e.g., service TI entrance ramp travel lanes, shoulder widths) » Investigate and evaluate existing US 60 ADA elements for compliance and document in an ADA Feasibility Study
Structures	» Evaluate bridge and wall types for design and construction efficiency, constructability, and cost. » Incorporate ABC elements over traffic for quicker construction and reduced impacts to traffic » Develop concepts that span over and meet stakeholder and ADOT clearance requirements to minimize impacts at Railroad (BNSF), Waterway (Beardsley - MWD and McMicken - FCDMC), and Roadway (US 60/163rd Avenue and SR 303L TIs) crossings
Drainage	» Evaluate modifications to the existing system TI detention basins and preserve capacity » Maintain existing on- and offsite flows » Avoid raising the FCDMC McMicken dam outfall channel water surface elevation and floodplain amendment by spanning over the channel with single-span bridges
Lighting	» Evaluate and address new roadway lighting requirements, modifications to existing lighting, LED lighting conversion, light spillover outside ROW into neighborhoods, and unmetered to metered electrical service conversions
FMS/ITS	» Coordinate with ADOT TTG to develop scope and cost for WWD, CCTV coverage, DMS structures, and traffic counter loops, and additional fiber
Change of Access Report (COAR)	» Prepare Methods and Assumptions for ADOT review and concurrence, address ADOT policy points focused on demonstrating proposed access does not adversely impact operations and safety and coordination with regional roadway network and development
Right-of-Way Access Control	» Avoid impacts to FCDMC property » Acknowledge early ASLD acquisition » Delineate preliminary ROW acquisition for US 60 and 163rd Avenue TI
Maintenance	» Evaluate O&M access within ROW, fencing and gate locations, erosion issue mitigation, and end treatment selection for cost estimating
Geotech and Pavement Design	» Our teams experience from completing the pavement and bridge/wall foundation investigation, reports, and design on the "interim" system TI project indicates good soils and low risk of fissures are anticipated. » Our same team will confirm and complete the investigation, reports, and preliminary pavement and foundation designs for accurate cost estimates and reduces schedule delay risks during final design.

Led by Diana Kelly and Gary Melita, we thoroughly reviewed all project documents including traffic and crash data, record drawings, and held discussions with Central District to identify critical operations and maintenance (O&M), concerns, and evaluated PBDP solutions through ADOT's Design Decision process.

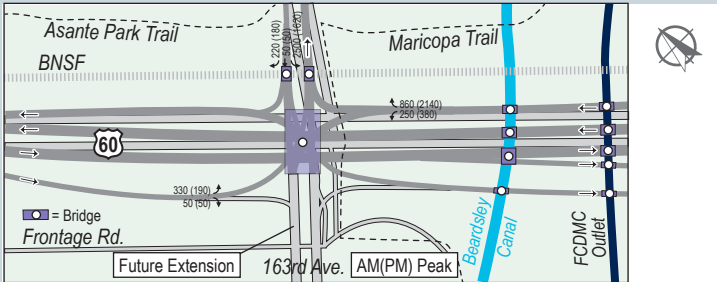
Figure 4 depicts design challenges, enhancements, technical risks, and PBDP approach for potential new alternatives developed by our team.

Figure 4: Design Challenges, Enhancements, Technical Risks, and PBDP

163rd Ave Traffic Interchange

Rapid growth along 163rd Ave led to seven interim projects for congestion relief to improve traffic operations. To maintain a high-volume of traffic through this intersection, the railroad OP and US 60 UP bridges need to be constructed off-line. Recent development (car wash on east and hospital on west) limits off-line construction and elevating road restricts access.

SPUI TI 163rd Ave Over US 60 (Current MAG Concept)



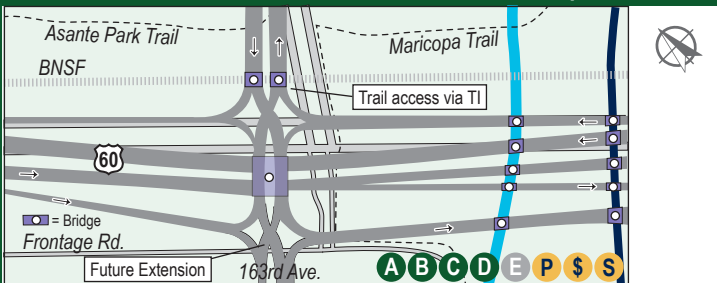
ADVANTAGES:

- Agency selected alternative from MAG Corridor Study
- Minimizes impacts to BNSF and long haul utilities
- Minimizes impacts to adjacent properties

WEAKNESSES:

- Inefficient bridge layout which historically attracts the homeless community
- 163rd Ave without south connection yields inefficient interim TI operations
- Access and trail impeded during construction

DDI TI 163rd Ave Over US 60 - PBDP Enhanced Concept



ADVANTAGES:

- Improved interim traffic operations (before 163rd Ave is extended south)
- Offline construction maintains access to US 60, accelerates schedule and reduces MOT cost
- Eliminates impacts to railroad at-grade X-ing, one time removal by BNSF

WEAKNESSES:

- Reduces bridge costs by \$3.5M
- Allows for right-out from Santa Fe Dr improving local access
- Maintains Maricopa Trail connectivity
- Estimated cost savings of \$4.8M**
- Impacts adjacent hospital site

US 60/SR 303L System Interchange

Current MAG Concept: DDI Over SR 303L

ADVANTAGES:

- Agency selected alternative from MAG Corridor Study
- Minimizes impacts to BNSF and long haul utilities

WEAKNESSES:

- Second-level DDI elevates all US 60 traffic including future high truck volumes on steep ramp grades
- Inadequate weaving distances compromise safety

- WB and EB US 60 through traffic is stopped - not optimal for overall traffic operations, reduces LOS of system TI
- Existing loop ramps may require additional bridges
- Additional noise and visual impacts due to second level TI
- Elevated ramps impact APS 69kV overhead power

Split-Level DDI Under SR 303L ***

ADVANTAGES:

- Optimizes traffic operations by grade separating DDI crossovers, not stopping through traffic in DDI
- Increases weave distances, reducing safety concerns
- MOT: bridges constructed while maintaining existing traffic flows
- Reduces noise and visual impacts; evaluate tunnel effect on noise
- Estimated cost savings of \$36.4M**

WEAKNESSES:

- Construction under existing loop ramps may require additional bridges to maintain access
- Ramps under railroad require shoofly and long-haul utility relocations; accepted by railroad and utilities

*** Similar to concept from the 2014 Interim System TI design

Half DDI (EB) Over SR 303L - PBDP Enhanced Concept

ADVANTAGES:

- Optimizes traffic operations by separating EB & WB; evaluate free-flow ramps to reduce delay
- Minimizes retaining wall heights
- Reuses existing US 60 and ramp infrastructure for W-S and N-W and eliminates existing loop ramps
- NB entrance ramp alignment can be optimized for increased speed due to reduction in conflicting traffic movements
- Concept can go under SR 303L

- Increases weave distances, reducing safety concerns
- MOT bridges constructed while maintaining existing traffic flows
- Minimizes impacts to BNSF and long haul utilities
- Reduces noise and visual impacts; WB truck traffic on grade (at level 0)
- Estimated cost savings of \$55.6M**

WEAKNESSES:

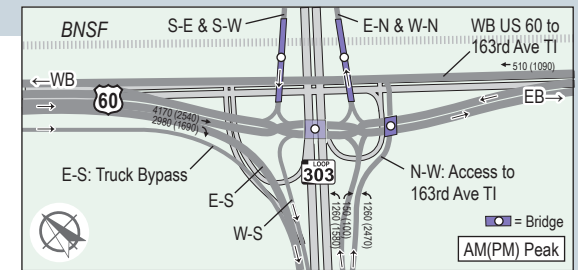
- Elevated ramps impact Arizona Public Service (APS) 69kV overhead power adjacent to railroad ROW

Preferred alternative should improve the following Evaluation Criteria:

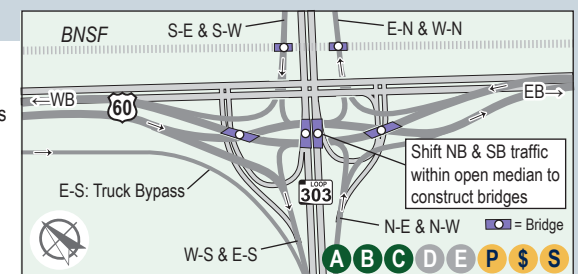
- A** Traffic Operations/Safety
- B** MOT
- C** Environmental Concerns
- D** Railroad
- E** Utilities

Alternatives should also reduce impacts to:

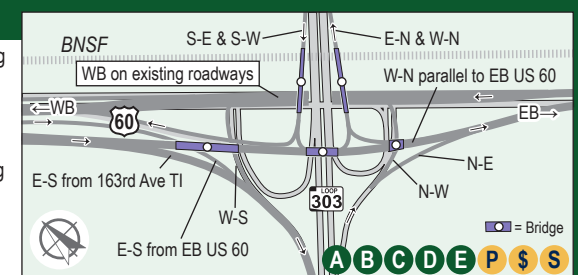
- P** Adjacent Communities
- \$** Cost (Savings)
- S** Schedule



This second level DDI system interchange requires all traffic on US 60 to elevate 2 levels. Concept is inefficient for trucks stopping on steep grades and the elevated high truck volumes increases noise concerns.



This concept is a split level DDI system interchange; which diverts all traffic on US 60 under SR 303L. Additional noise concerns due to tunnel effect may be present with this alternative.



This concept blends the alternatives as a split DDI system interchange; EB is elevated while WB remains at grade which eliminates the crossovers. High truck volumes for N-W and E-S movements at grade reduce overall impact of noise on the adjacent communities.

If traffic from adjacent development uses Deer Valley Road, additional lanes on EB US 60 may be needed to meet project needs from a capacity perspective. The Stanley Team is prepared to assist ADOT, MAG, and COS to evaluate the impacts this has on the project and how to cost-effectively incorporate near-term adjacent development.



NEPA Process & Environmental Development

Environmental Approach: The Stanley Team confirmed with ADOT EPG the appropriate level of NEPA documentation - an Environmental Assessment. We reviewed the previous NEPA documents completed in 2009, 2011, and 2014 to confirm the key environmental elements. **Our Environmental Compliance lead, Diana Dunn**, is working side by side with PM Jackie Noblitt to make certain environmental analyses of the alternatives developed along with the No-Build are documented in the Draft EA, concurrent with the Initial DCR development.

It is anticipated that a condensed EA is the preferred documentation to address key issues such as air quality, traffic noise, cultural resources, Section 4(f), socio-economic, biology (monarch butterfly), hazardous materials, visual, 404/408 permitting, indirect and reasonably foreseeable future impacts. The following technical aspects are identified as critical path items our team will address proactively:

Air Quality: Prepare a hot-spot questionnaire and a quantitative conformity assessment documenting applicable requirements and findings. Recognizing air quality coordination is critical path, we will meet early with ADOT's Air Quality Team to confirm the appropriate level of effort and modeling requirements. As a value add, our team completed the traffic analysis during the Corridor Study and will utilize this data to start the modeling early.

Noise: Communities within this area are extremely sensitive to traffic noise. Our team will document any comments regarding potential noise mitigation recommendations and evaluate the need for innovative attenuating materials to be installed on bridges.



During a typical weekday, the interim TI remains congested with standing and slow moving cars trying to access US 60. This situation within the TI increases PM10 levels and noise concerns.

Environmental Lead, Diana Dunn, supported by her team at TYPESA, has delivered environmental documents on two **PAST** projects within the system TI.

The environmental team will be supported by **PRESENT** traffic modeling for 2050 developed as part of the Corridor Study to evaluate air quality and noise for all DCR alternatives.

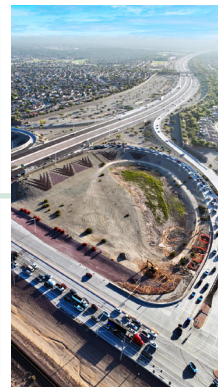
Our seasoned team of environmental planners are ready to meet the needs of any **FUTURE** regulation changes to maintain overall project schedule milestones.



OUR TEAM KNOWS YOUR PROJECT

Through proactive discussions with EPG, we've captured the key elements to address NEPA compliance

Purpose and Need
Geotechnical Clearance
PM10
Nonattainment Area
Decision Document
Utilize Project Website
for Public Notices
404/408 Permitting
Collaborate with 155th
Ave TI for Air/Noise
Efforts
Condensed EA
Alternatives Analysis



Extensive Agency &
Public Engagement
Noise Modeling
and Mitigation
DCR and Environmental
Working in Lockstep
Secure FHWA/EPA's
review schedule
Follow ADOT Guidelines
Early Air Quality
Modeling
327 NEPA
Assignment MOU

Cultural Resources: Although the corridor is urbanized, prior surveys identified several historical sites within the area that would be re-evaluated as part of the Class III survey. Our efforts would be completed very early in the process once the widest area of potential effect (APE) is defined.

Section 4(f)/Recreation: Along with the historical sites in the area, there are several recreational features including the Maricopa Trail. Our team has experience working with Maricopa County Parks and completing de minimis findings for rerouting trail paths.

By maintaining close collaboration with ADOT PMG, EPG, stakeholders, and the public, the Stanley Team will streamline the Draft EA and Final EA concurrent with the final DCR. **Our unmatched familiarity with the corridor, combined with 25 years of delivering NEPA clearances for hundreds of ADOT projects, allows us to anticipate challenges, minimize schedule risks, and efficiently address regulatory requirements before they become project constraints.**



Final DCR and EA Documents

After submitting the initial DCR and draft EA, Jackie will lead the comment response phase in Workfront, which will be used throughout the project for the team to share and review documents. We will address all comments, implement the requested changes, and prepare the final reports. This phase will also include a detailed summary of public engagement activities and the completion of several technical documents, such as:

- » Initial Bridge Study to evaluate widening existing bridges and determining bridge types for new structures
- » ADA Compliance & Feasibility Study to inventory all the existing ADA features within the project limits
- » AASHTO Design Criteria Report
- » Design Decisions to document and align with ADOT guidelines
- » Change of Access Report that supports the selected alternative for 2050, coupled with operational and safety analyses
- » Mitigation Measures

In addition, our team will finalize risk documentation associated with design and construction activities to be included with the final reports and technical support documents.

FHWA Major Projects Delivery Process: Our team member Jacobs has led Major Projects requirements on other large ADOT projects (such as the current SR 30). It is our understanding that ADOT is revising the standards for major projects, which would delegate the standard work (Project Management and Financial Plans) to the DCR consultant. Our team is ready to continue with FHWA compliance; we understand the new standard work elements and potential FHWA guidance changes.



Final Design

The Stanley Team has carefully chosen key members who excel in DCR and EA development, as well as final design services. **Our team was formed with both phases in mind and is ADOT's best choice to provide Phase I DCR/EA services AND Phase II final design.** ADOT has retained Stanley Consultants and our team partners to deliver Final Design and Alternative Delivery services for ADOT's largest and most complex urban freeway projects, such as:

- » SR 101L, 75th Avenue to I-17 DCR and final design;
- » I-17, Anthem to Sunset Point Flex Lanes DCR/EA as prime and ADOT GEC as a subconsultant;
- » I-17, Central Avenue Bridge DCR and final design;
- » I-10, Houghton Road TI for the DCR/EA and final design;
- » SR 202L, I-10 to Val Vista Drive DCR and final design; and
- » SR 101L/I-10 DCR and final design.

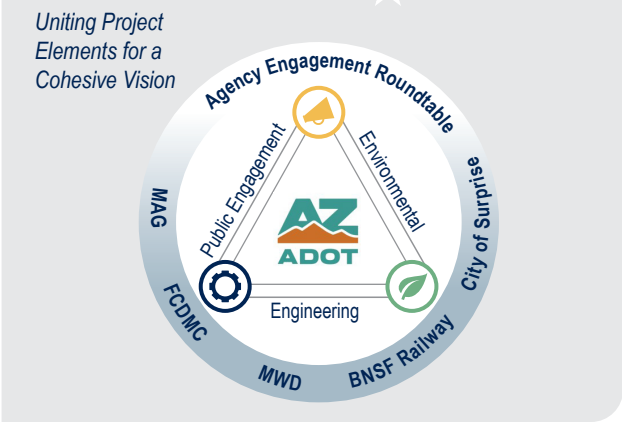


Agency Coordination & Public Engagement

Agency and Stakeholder Coordination Approach: Working with ADOT Project Manager Scott Sayles, PE, we propose to establish the US 60/SR 303L Agency Engagement Roundtable (AER) within the first 60 days to lay the foundation for agency collaboration. Jackie has strong coordination and consensus building skills and will lead the AER meetings. Over the past six months, the Stanley Team has met with ADOT, MAG, COS, GCDMC, and ASLD and have developed a thorough understanding of project issues and challenges which are summarized below along with their key collaboration elements to be addressed during development.

Transparency • Consistency • Active Listening	
MAG	Stakeholder Consensus • Cost Escalation
	★ Transparent communication among stakeholders • Continuous tracking of industry cost trends
City of Surprise	Safety • Traffic Operations • Residential Impacts
	★ Active Listening and Support of the City's communication outreach with residents to determine alternative that best serves the community leading into minimizing construction impacts to residents
BNSF	Maintain ongoing operations and maintenance during construction • Protection of existing facilities
	★ Consistent coordination and communication • Early identification of BNSF needs and early integration into project alternative development
FCDMC & MWD	Impacts to conveyance to Beardsley Canal (MWD) and the McMicken Dam & its Outfall Channel (FCDMC)
	★ Communication with FCDMC & MWD to determine requirements and mitigation measures to minimize impacts to private and USACE built facilities

★ Stanley Team Approach



Public Engagement Approach: Residents within the City of Surprise continue to experience long commute times alongside ongoing development and infrastructure construction, contributing to growing community frustration. Adjacent neighborhoods are highly engaged, with strong expectations to be heard and a demonstrated track record of involvement — providing over 1,500 comments during the corridor study alone. **The success of this DCR depends on a team that builds genuine trust by translating community input directly into implementable design solutions.**

US 60 Corridor Study results spark input from Surprise residents

“Ground for the railroad hub is already being cleared. Just wait until the trucks start coming. Grand Avenue is already a mess out here.” — *Mario W. via Nextdoor*

“With more homes being built and businesses opening along 163rd (including a hospital), traffic is going to be worse than it already is.” — *Daphne B. via Nextdoor*

“They won’t even start working on Grand-163rd Avenue for at least four years, so by 2050 it might possibly be close to finishing with the first phase when they realize they didn’t do it right and have to start all over?” — *Missy R. via Nextdoor*

Our team established community trust during the ADOT US 60/SR 303L Feasibility Study and the MAG US 60 Corridor Study by developing transportation alternatives that mirrored community goals, resulting in solutions with broad public support. We will leverage our current engagement with residents, business owners, and elected officials in the Sun City, Asante, Enterprise Estates, and Bellamy communities — whose concerns around noise, visual impacts, and construction duration are well-documented and will remain central to our approach.

Our engagement strategy is built on transparency, consistency, and active listening. **Early in the project, we will establish a Community Advisory Board (CAB) to provide a structured forum for gathering community input and building consensus.** We will use detailed 3D visualizations to demonstrate how community feedback directly shapes design outcomes — making clear that their voices are meaningfully integrated, not simply received.

Our public involvement team, **led by Debi Bohnet** working alongside Jackie, will develop a comprehensive PI Plan in coordination with ADOT (PMG, Communications, EPG). **Debi recently led pre-scoping outreach for ADOT’s I-10 Deck Park Tunnel to I-10/I-17 Split Study, generating 2,000+ surveys and 15 community presentations.** That experience directly informs our approach here.

OUR TEAM KNOWS THE PUBLIC’S CONCERNS
Through our experience building trust with the communities during our work to support MAG’s US 60 Corridor Study

Transparent Public Engagement

Alternative Routes and Access

Traffic Safety

Improved Traffic Flow

Improvements Keep Pace with Development



Freight Rail Impacts

Emergency Access

Balanced Multimodal Solutions

Connected Roadway Network

Long-Term Planning for Growth

Given the volume of public comments received, we recommend deploying **Engage**, Jacobs’ generative AI platform, to streamline every stage of the comment management process. Engage accelerates review and response times, surfaces actionable insights through a collaborative dashboard, and gives every public voice its due weight. **The result: more efficient, better-informed project decisions that reflect the full breadth of community input.**

Engagement will be structured across three confirmed phases: 1) scoping, 2) alternatives review, and 3) Draft EA review — each including an in-person public meeting within the project area. Given the community’s level of involvement, venue selection is a deliberate decision; the Sun City West Foundation, located approximately five minutes from the project area and equipped with A/V facilities, is an ideal candidate. Meeting notifications will include mailers to a two-mile project radius, newspaper advertisements, HOA direct outreach, flyers at the Surprise Public Library and community centers, and geotargeted social media. ADA accommodations and multilingual materials (including Spanish, per the Four-Factor Analysis) will be incorporated as required, and printed environmental documents will be made available at libraries and community centers to reach the area’s senior demographic. When residents of the West Valley see this project move from study to construction, they will recognize their priorities in the outcome — **because our process is built to put their voices at the center of every decision.**

Grounded in **PAST** experience earning public confidence on this very corridor, guided by **PRESENT** coordination with ADOT and community leaders, and committed to a **FUTURE** where residents see their priorities reflected in the final design — no team is better positioned to lead meaningful engagement on this project.

Project Risks: Our team has developed a comprehensive list of risks and mitigation strategies shown in **Figure 5** based on our recent meetings with ADOT and stakeholders, extensive knowledge and history specific to this project area through delivery of the interim US 60/SR 303 TI project, and recent US 60 final design and corridor and TI feasibility studies.

We will advance the Risk Register to serve as a living document where risks will be actively monitored from project start to finish. Jackie Noblitt and Gary Melita will work in concert with the project team, ADOT PM

Scott Sayles, and agency stakeholders to identify, track, mitigate, and retire risks during the DCR and EA process. Managing and mitigating risks during the study phase will simplify final design and reduce unanticipated challenges that may increase scope and costs and cause schedule delays.

Jackie and Gary will implement the following strategies to reduce risks for key project elements:

- » Advance register at kickoff to further identify risks and mitigations.
- » Assign a risk owner to follow through on de-risking action items.

- » Monitor and update risks and mitigation progress with ADOT, stakeholders, and project team at milestone check-ins and communication at the monthly progress meetings.
- » Coordinate DCR and EA activities to support seamless scoping, technical accuracy, and on-schedule document delivery.

RISK IDENTIFICATION AND MANAGEMENT IS AN INTEGRAL ELEMENT OF OUR WORK! Stanley uses the Risk Register as an effective tool to monitor the health and progress of development. Our ADOT Risk Registers track and address solutions for uncertainties that have potential to directly impact project scope, schedule and costs.

Figure 5: Preliminary Project Risk Register–The Stanley Team knows the process, will work with ADOT, MAG, and stakeholders throughout, and minimize risks from impacting the project.

Risk Category			Pre-Mitigation	Mitigation Strategies	Post-Mitigation
Scope	Schedule	Budget			
Potential Risk				Risk Severity and Impact: H High M Medium L Low	
●	●	●	H	Perform sensitivity analysis with increased traffic volumes to identify potential failure locations and provide flexibility for future improvements (e.g., widening for increased capacity). ★ Benefit: High-functioning facility that will outlast its 20-year design life.	L
●	●	●	H	Prepare phasing that balances MOT and constructability. As discussed with Central District and Surprise, evaluate locations where full closures and detours may be possible to allow for quicker construction. ★ Benefit: Phasing that allows efficient construction and minimizes impacts to traffic.	M
●	●	●	M	Define alternative evaluation criteria based on project goals and within 60 days of NTP, conduct alternatives workshops to refine design and obtain consensus. ★ Benefit: A preferred alternative that meets or exceeds project goals and is acceptable to the public and stakeholders.	L
●	●	●	M	Coordinate closely with the SR 303/155th Ave TI project ramp design and mutual team member Point Engineers to achieve appropriate gore spacing and auxiliary lane lengths. Evaluate potential PBPDs following ADOT's Design Decision Document process and format. ★ Benefit: A safe and operational facility with documented design decisions.	L
	●	●	M	Designate utilities and identify conflicts and relocation efforts, schedules, and costs with the DCR. Consider preparing an early utility relocation package to expedite project construction. ★ Benefit: Accurate relocation identification and costs that clear utilities for a construction start when the US 60 and 155th Ave TI is complete.	L
	●	●	M	Identify and delineate ROW requirements early and follow the ADOT/local government 'Red Letter' process to avoid development on land needed for the project, increase acquisition costs, and cause insufficient fund programming and overall project delays. ★ Benefit: Reduces ROW costs and avoids schedule delays.	L
	●	●	M	Develop Methods and Assumptions Memo (M&A) with ADOT to obtain consensus before the COAR process starts, timely selection of preferred alternative, and submit COAR for ample review and approval time. ★ Benefit: Reduced comments and review time and COAR approval on schedule.	L
		●	M	Review cost/benefit for all project scope with ADOT and MAG for approval. Monitor market conditions and material costs and carry appropriate cost contingencies. Review current major work item prices with ADOT C&S for accurate cost estimating. Identify and implement potential PBPDs to increase value and reduce costs. ★ Benefit: Accurate estimates, reduced costs, and appropriate project programming.	L
●	●	●	H	Communicate noise analysis results, provide review opportunities, request input and feedback, and provide prompt clear responses. Our team will work with ADOT to identify innovative mitigation measures, such as sound-absorbing surface materials on walls, abutments, and barriers for possible implementation. ★ Benefit: Informed communities, project support, and noise mitigation meeting FHWA and ADOT requirements.	M
	●	●	M	Coordinate early with the ADOT AQ Team and EPA/FHWA to confirm analysis expectations and confirm the project is prioritized for completion on schedule. Timely alternative development and consensus on a preferred alternative will allow the AQ analysis to start and finish on schedule. ★ Benefit: Efficient conformity completion and final AQ report approval meeting the design and construction schedule.	L
●	●	●	H	Engage stakeholders from inception using Jacobs' MAG Study insights to shape the Purpose & Need. Issue-specific meetings with open dialogue and recurring Agency Engagement Roundtable and Community Advisory Board Meetings will promote continuous communication and involvement towards consensus. An "action item" list tracking progress and reporting will be maintained for all collaboration items. ★ Benefit: Informed stakeholders and a well-organized path to consensus.	L
●	●	●	H	Prepare a Public Involvement Plan with lessons learned and refinements based on input from the nearby SR 303L/155th Ave TI project and previous MAG study. Meet with the community at each study phase and send mailers and fact sheets regularly to an increased area of influence. ★ Benefit: An effective public involvement process that increases public communication and engagement.	L

Project Schedule: The detailed study schedule presented in **Figure 6** reflects our readiness to advance this critical system TI. Under the proven leadership of Project Manager Jackie Noblitt, our team is fully equipped to drive the next phase of project development to a successful, on-time completion. Our team and schedule sustain the momentum generated during the MAG study. Per our discussions with ADOT PMG, the DCR and EA development will desirably be completed within 18 months, which allows time to gather stakeholder input, perform the traffic and environmental analyses and develop and evaluate alternatives through to completion of the DCR and EA.

Our experience delivering DCRs, environmental documents, and final design for MAG freeway projects gives us the in-depth knowledge to know what is on the critical path, why it is important, and how to address schedule impacts.

Critical path elements are indicated in our schedule and include relationships and timelines from kickoff to key technical and environmental tasks and milestones, and completion of the Final DCR and EA. Our team will stay focused on meeting the schedule for project programming, final design, and ultimately construction.

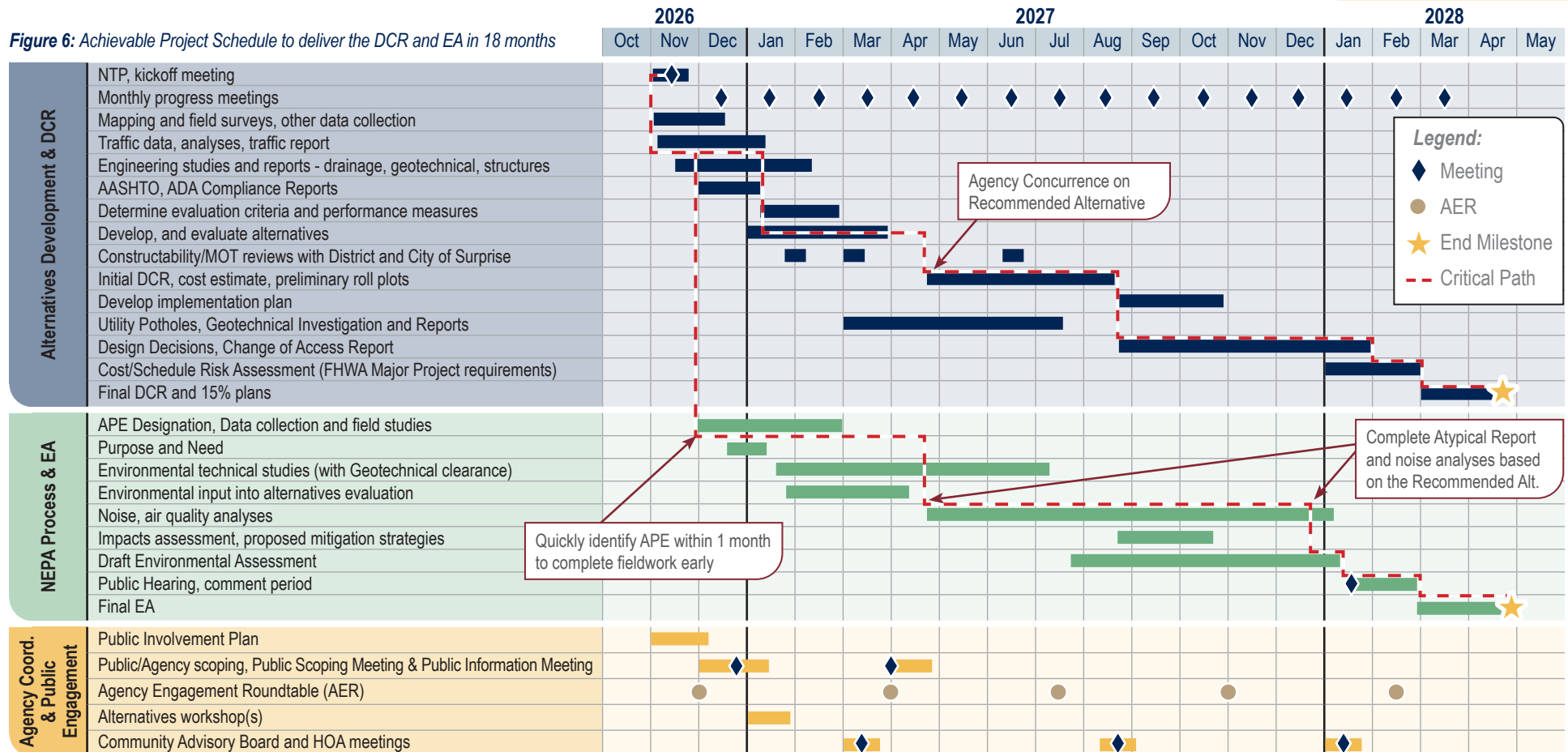
We will communicate consistently with stakeholders including inter-ADOT departments, MAG, and the City of Surprise and perform continuous monitoring of engagement and buy-in throughout the project. We will also meet regularly with the team designing the SR 303/155th Avenue TI to coordinate design elements and make certain that the transition between the two projects is smooth.

Our foresight and experience will prevent schedule slippage, allowing us to anticipate challenges and execute every phase of the project with precision. Jackie will lead the team implementing the following strategies to avoid schedule slippage:

- » Create a schedule that includes important process elements and milestones
- » Conduct an early alternatives workshop to gather input on alternatives and constraints
- » Document and maintain progress with agencies and stakeholders
- » Track and report project progress and adjusting staff levels and activity durations to meet milestone dates
- » Develop Methods and Assumptions for the COAR with ADOT Roadway early so that the report can be reviewed and approved expeditiously
- » Develop methods and assumptions for the AQ analysis with EPA and FHWA and coordinate with ADOT EP to streamline the Condensed EA process and preparation of NEPA-compliant documents
- » Follow our QA/QC plan to produce quality deliverables and avoid re-work. The Stanley Team is committed to meeting client and regulatory requirements for quality documents. With quality as a top priority, we will assign dedicated QA/QC reviewers for the DCR and EA documents.
- » Identify risks and monitor mitigation actions throughout project delivery to make certain resolution is reached prior to Final DCR submittal
- » Engage additional resources to complete deliverables on schedule

We understand how critical this project is to the surrounding community and will complete the DCR on schedule for transition into final design and construction immediately behind completion of the SR 303L, 155th Avenue TI.

Figure 6: Achievable Project Schedule to deliver the DCR and EA in 18 months



Project (Contract) Manager  

Jackie Noblitt, PE | AZ #30472
41 Years of Experience | 85% Available

Jackie brings over 41 years of ADOT project development experience, 28 with Stanley, spanning studies through preliminary and final design. She has delivered more than **20 DCRs**, many extending into final design, across urban and rural highways, ranging from system TIs to corridor studies and all including environmental compliance, stakeholder/agency communications, and public meeting facilitation. Jackie is recognized for her management skills, hands-on coordination, and consistent ability to deliver on schedule and within budget.

Jackie's Regional Freeway System Project Experience:

The following projects delivered DCRs, EAs, and other pre-design documents and demonstrates her strengths on multidiscipline projects, comparable to this project:

SR 101L, 75th Avenue to I-17*:

- ✓ Served as PM of DCR/EA for this MAG West Valley freeway
 - » Stakeholder coordination (HOAs, City of Glendale)
 - » Construction cost estimate & future year trends

I-17, Indian School Road TI:

- ✓ Served as PM of DCR/EA for this high volume TI
 - » Complex alternative development, phasing, construction access adjacent to homes and businesses
 - » Stakeholder coordination (Neighborhoods, City of Phoenix)

I-10, Houghton Road TI*:

- ✓ Served as PM of DCR/EA for high commuter volume TI
 - » MOT/Phasing that worked with commuter traffic patterns
 - » IGA development with local agencies

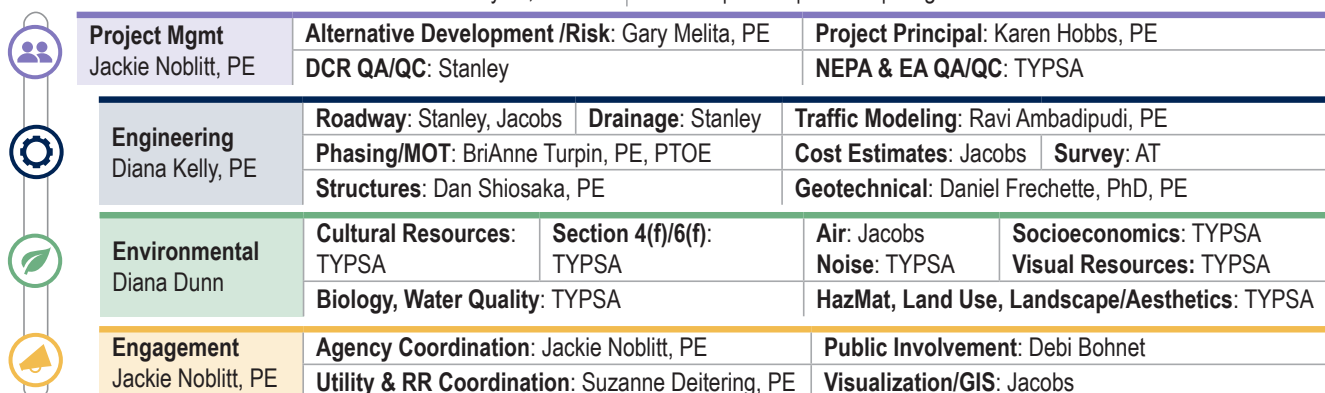
I-17, Central Avenue Bridge TI, Phases 1 and 2*:

- ✓ Served as PM of DCR/EA for this multimodal TI in Downtown Phoenix
 - » Multimodal overpass to improve clearance for light rail train
 - » Accommodates future widening & maintained frontage roads

Current Project Commitments: 5% - I-40 Bellemont TI DCR;
 10% - Two LPA Bridge Rehab Projects (PDOC)

* Project included Final Design

Figure 7: Organizational Chart



Stanley Consultants (Stanley) | Jacobs Engineering (Jacobs) | TYPsa, Inc. (TYPsa) | POINT Engineers (POINT) AeroTech Mapping (AT) | Ethos Engineering (ETHOS)

Alternatives Development / Risk Management



Gary Melita, PE | AZ #30516 (Stanley)
36 Years of Experience | 85% Available

Gary is recognized by ADOT for his unwavering commitment to seeing projects through from start to finish, delivering well-functioning MAG freeways and Arizona highways throughout his 36-year career.

With an unmatched track record, deep command of design and management practices, and a sharp focus on value engineering and constructability, he is uniquely qualified to lead alternative development and risk. His statewide credibility stems from strong interpersonal skills, innovative technical solutions, and a consistent record of quality delivery of over 150 miles of new and expansion projects for ADOT.

Engineering Lead



Diana Kelly, PE | AZ #46727 (Stanley)
30 Years of Experience | 80% Available

- » Specializes in complex geometrics, earthwork modeling, and exemplary communication skills with entire team and ADOT technical groups



BriAnne Turpin, PE, PTOE | AZ #51481 (Stanley)
20 Years of Experience | 80% Available

- » Construction Phasing evaluation and plans development for 85+ miles of MAG regional freeways including I-10, SR 30, and SR 101L in the West Valley



Dan Shiosaka, PE | AZ #14083 (Stanley)
49 Years of Experience | 75% Available

- » Known for his innovative bridge and value engineering solutions, Dan has developed cost-effective bridge solutions for 7 system TIs



Suzanne Deitering, PE | AZ #46727 (POINT)
24 Years of Experience | 50% Available

- » Expert utility coordinator for the MAG freeway system, established relationships with all project utilities and design requirements/procedures

Environmental Lead



Diana Dunn | (TYPsa)
20 Years of Experience | 65% Available

- » Worked with ADOT EPG her entire career developing NEPA-compliant documents including air quality & noise analysis - critical documents for MAG freeway projects



Ravi Ambadipudi, PE | AZ #68184 (Jacobs)
20 Years of Experience | 85% Available

- » Strength in traffic operations analysis that supports data-driven evaluations to improve mobility and safety for the traveling public



Daniel Frechette, PhD, PE | AZ #37284 (ETHOS)
26 Years of Experience | 70% Available

- » Expert in planning and evaluation of soil conditions throughout the state for complex highway projects for structures and walls, including MSE



Debi Bohnet | (Jacobs)
26 Years of Experience | 65% Available

- » Excellent resource for translating engineering approach into every day language while building trust throughout the communities and partners

We have a **PAST** shared design experience for the interim TI completed in 2016. Our team's **PRESENT** leadership, Jackie and Gary, understand ADOT processes for preliminary and final design - their entire careers have been serving ADOT. Our strong relationships with ADOT, MAG, COS, FHWA, BNSF, and major utilities including SRP and WAPA, will facilitate the project's development partnership. Our combined **FUTURE** vision for the Ultimate TI is to develop a preferred alternative that effectively maintains traffic flows while reducing delay risks associated with unprecedented growth for the COS and the West Valley.

The Stanley Team has assisted ADOT in developing alternative analysis, value engineering, scoping, and NEPA-compliant documents for over 40 years. A small sample of our recent experience (**Figure 8**) illustrates the strength of our proposed team and technical staff. Our subconsultants bring tenured subject matter experts and a deep resource pool of over 100 engineers and support staff dedicated to deliver this project and the final design, as needed. **Our team is Built on PAST experience, Driven by PRESENT knowledge, and Preparing with the FUTURE in mind.**



Subconsultants

Jacobs PUBLIC ENGAGEMENT, TRAFFIC MODELING, COST ESTIMATES AND ENVIRONMENTAL SERVICES

With 265 Arizona-based staff and 58 years of local history, Jacobs operates one of the state's premier transportation engineering centers of excellence in Tempe, delivering planning, modeling, roadway, traffic/ITS, environmental/NEPA, and public involvement services for ADOT, FHWA, MPOs, and local agencies. Having recently completed the SR 303L at US 60 Corridor Study and Interim Improvements Final Design, Jacobs brings direct project-specific expertise that, in partnership with Stanley Consultants, will accelerate decision-making, mitigate risk, and deliver high-value outcomes.

ENVIRONMENTAL SERVICES & AESTHETIC CONCEPTS
TYPSPA thoroughly understands the necessary environmental efforts to develop NEPA compliant documents for project corridors throughout the MAG region. With extensive MAG freeway US 60 and SR 303L corridor experience, coupled with System TI and 163th Avenue experience, TYPSPA brings strong qualifications and working relationships with ADOT, COS, and MAG, among other key stakeholders. With 60+ local environmental staff members, they have ample capacity to deliver high-quality technical and NEPA documents on behalf of ADOT. TYPSPA frequently partners with Stanley on ADOT and MAG projects, including numerous projects on the SR 101L, SR 202L, SR 303L and SR 24 corridors.

UTILITY & RAILROAD COORDINATION
POINT brings extensive utility coordination experience on complex transportation corridors and numerous high-profile projects throughout the MAG region, including the SR 303L/155th Avenue TI project, where we serve as the lead utility risk and corridor coordinator. POINT has established a reputation as a trusted utility coordination partner for ADOT, MAG, local agencies, and utility owners, helping streamline utility relocations, reduce project risk, and support successful project delivery.

GEOTECHNICAL SERVICES
ETHOS is a trusted partner with over 30 projects completed alongside Stanley in the last 10 years and brings geotechnical expertise for bridges and retaining walls to this project. They boast a strong history of similar ADOT projects, including SR 101L, 75th Ave to I-17.

AERIAL MAPPING

AeroTech Mapping, Inc. has provided aerial mapping for ADOT since 2010, completing 60+ projects in the past five years. AT is certified to access air space through coordination with FAA and Air Traffic Control. AT has developed mapping for Stanley on ADOT projects statewide, most recently, SR 30, 71st Ave to SR 202L System TI, SR 24, and SR 101L, 71st Ave to I-17.

Figure 8: Stanley Team Project Experience Demonstrating Our Unmatched ADOT and MAG Experience

	70+ ADOT DCR & NEPA Documents	16 MAG System TIs	1,000+ Lane Miles of MAG Freeway Design	Prime Consultant	Design Concept Report	Alternatives Development	NEPA Documents	Public Involvement	Stakeholder Consensus	System Interchanges	Capacity Improvements	Traffic Modeling	Cost Estimating	Implementation Plan	Final Design
				●	●	●	●	●	●	●	●	●	●	●	●
US 60 / SR 303L Interim System TI															
As part of the final design of this CMAR project, the Stanley team developed 13 alternatives including a DDI concept and a more traditional system TI for the VE process. To maintain the fiscally-constrained project and provide relief to traveling public, Stanley proceeded with the interim design. Coordination included MAG, COS, BNSF, FCDMC, ASLD, utilities, and Sun City West and Grand. Construction was completed 2016.															
» Subconsultant Team Members: Daniel Frechette (ETHOS) (Geotechnical), TYPSPA staff, POINT staff															
				●	●	●	●	●	●	●	●	●	●	●	●
SR 30, 71st Ave. to SR 202L System TI															
Stanley completed performance-based analysis for implementing an alternative for the system TI's location and layout. As part of the process, our team evaluated phased construction approach to make certain future expansion would not negatively impact operations including traffic modeling for FY2050 volumes; Change of Access Report; EA Reevaluation; and amendment to DCR. Bid Advertisement in late 2026/early 2027.															
» Subconsultant Team Members: AT (Aerial Mapping), ETHOS (Geotechnical), POINT (Roadway & Bridge)															
				●	●	●	●	●	●	●	●	●	●	●	●
I-17, Anthem to Sunset Point															
DCR and EA evaluated alternative alignments for 33 miles of rural freeway where steep terrain and heavy existing traffic volumes are key considerations. Project elements included public involvement, NEPA document and technical studies, and coordination with civic groups, and agencies. Stanley led the DCR and part of GEC, bringing innovation and future vision to manage the demands on I-17 through project's completion in 2025.															
» Subconsultant Team Members: TYPSPA (NEPA)															
				●	●	●	●	●	●	●	●	●	●	●	●
SR 101L, 75th Avenue to I-17															
As part of a two-phase development process, Stanley completed the DCR and environmental documents for the \$150M general purpose lane (GPL) and auxiliary lane widening project to alleviate congestion and improve operations through this vital east-west corridor within the cities of Glendale and Phoenix. The project included construction of the second triple-left within the MAG freeway system for SB 75th Avenue to EB SR 101L.															
» Subconsultant Team Members: ETHOS (Geotechnical), TYPSPA (NEPA, Walls)															
				●	●	●	●	●	●	●	●	●	●	●	●
SR 202L, Val Vista Drive to I-10															
In a partnership with TYPSPA, Stanley Consultants assisted in delivering the DCR and NEPA documents to add GPL lanes and widen exit ramps from one to two lanes between I-10 and Val Vista Drive. Alternative analysis was based on geometric design, traffic operational benefits, environmental considerations, construction costs, and conformance with MAG regional planning. The project is under construction.															
» Subconsultant Team Members: Stanley (Roadway, Traffic, Structures), ETHOS (Geotechnical)															
				●	●	●	●	●	●	●	●	●	●	●	●
US 60, Loop 303 to SR 74 Corridor Study															
Jacobs evaluated alternatives for the ultimate system TI, developing short- and long-term alternatives to address anticipated level-of-service deterioration from regional growth. The analysis included traffic demand projections, conceptual designs, and cost estimates, while navigating challenges such as BNSF, FCDMC, and ASLD coordination and adjacent community engagement.															



Jackie Noblitt, PE

PROJECT MANAGER

Years of Experience / with Firm:

41 / 28

Registrations:

Civil Engineer—AZ #30472

Education:

BS, Civil Engineering, University of Wyoming



VALUE TO ADOT & MAG

Why Jackie?

- Jackie brings proven experience leading large, multi-disciplinary teams through complex ADOT DCRs, corridor studies and NEPA documentation.
- Her collaborative approach with ADOT and our partners, combined with her record of delivering innovative, constructible solutions makes her a perfect match for this role!

Corporate Title

Principal Transportation Engineer, Vice President

ADOT Commitments

I-40 Bellemont TI DCR (Updates)
- 5% (Complete August 2026)

Sand Hollow Bridge
Rehabilitation - 5%
(Bid advertisement April 2027)

Shumway Road over Silver
Creek - 5%
(Bid advertisement January 2028)

"I'm excited to bring my PM and technical expertise to the table as we work with stakeholders to develop a preferred solution for this complex Northwest Valley corridor."

SUMMARY OF ROLE / BACKGROUND

Jackie has over 41 years of specialized transportation experience, with a strong focus on project management and the coordination of multi-disciplined teams. Her expertise includes alternatives development and the preparation of DCRs and EAs. Beyond her solid background in transportation engineering, Jackie is well-versed in environmental and regulatory compliance, NEPA requirements and the facilitation of public meetings. She is an expert at managing large multi-disciplinary teams and projects. She also has extensive experience coordinating with the Federal Highway Administration (FHWA), ADOT's technical groups, outside agencies, special interest groups and utilities. Jackie has a deep understanding of ADOT requirements and standards for preparing DCRs and related documents. She has lived in Phoenix and worked on ADOT projects since 1996 and knows the project stakeholders along with the roles of various agencies, making her the natural choice to lead this project to success.

RELEVANT PROJECTS

SR 101L, 75th Avenue to I-17; ADOT | Phoenix, AZ

Senior Project Engineer. Jackie led the development of the DCR, technical analyses, and preliminary environmental documents for the addition of general purpose lanes (GPL) from 75th Avenue to I-17. Recommendations included mainline widening, service TI ramps, frontage roads and the conversion of I-17/SR 101L system ramp WN to two lanes. The study included traffic studies, preliminary bridge selection reports, technical memoranda, geotechnical evaluation and the environmental studies to support a CE. Stanley Consultants also prepared the final design; the project is currently under construction, estimated to be open to traffic in Spring 2027.

I-17, Anthem to Sunset Point; ADOT | Phoenix & Black Canyon City, AZ

Project Manager. Jackie was responsible for the overall development and preparation of the DCR and technical reports for the widening of the roadway facility and evaluation of alternative alignments for 33 miles of rural freeway north of the Phoenix metropolitan area. Jackie led the development

of alternatives for new alignments, public involvement, Draft EA (later CE), technical studies, coordinated with civic groups, agencies, ADOT districts and technical groups and the Bureau of Land Management (BLM).

I-17, Central Avenue Bridge TI, Phases 1 and 2; ADOT | Phoenix, AZ

As Project Manager, Jackie was responsible for the DCR, NEPA document, and final plans for the replacement of the I-17 bridge over Central Avenue. Jackie led the study of alternatives for the new bridge that provides clearance for light rail trains, included future widening of I-17 and provided that the frontage roads' operational characteristics were maintained.

I-17, Indian School Road TI; ADOT | Phoenix, AZ

Project Manager. Responsible for DCR and NEPA document for reconstruction of the TI to a three-level diamond configuration. The study examined alternatives to improve the safety and operational characteristics and maintain property access around the Indian School Road TI while adding a flyover structure to east-west traffic above the TI ramp intersections. The Stanley Team developed a unique three-level design concept to reconfigure the TI to improve traffic flow and support planned future growth and development along Indian School Road. Engineering technical reports prepared for this study include a preliminary traffic report, preliminary bridge section report, preliminary drainage report, NEPA compliant environmental documents, and geotechnical evaluation.

I-10, Houghton Road TI, Phase 1; ADOT | Tucson, AZ

Project Manager. Jackie led the development of a DCR for the Houghton Road TI, a major connector for traffic from the southeast Tucson metropolitan area to access downtown and central Tucson, with an accompanying environmental document. Specific tasks included making recommendations for roadway improvements while conducting public involvement activities to provide local and agency concurrence. This plan and concept included an evaluation of alternatives and preparation of an environmental document with a determination of impacts and mitigation for a preferred action. The project also identified and evaluated requirements for Intergovernmental Agreements (IGAs) between the State of Arizona and local jurisdictions before final design. The preferred alternative was an innovative DDI, one of the first in Arizona!



Gary Melita, PE

ALTERNATIVE DEVELOPMENT &
RISK MANAGER

Years of Experience / with Firm:

36 / 32

Registrations:

Civil Engineer—AZ #30516

Education:

MS, Construction Management,
Arizona State University

BS, Civil Engineering,
Arizona State University



VALUE TO ADOT & MAG

Why Gary?

- Gary's direct involvement in the original US 60/SR 303L interchange design provides invaluable institutional knowledge that enables him to proactively identify risks and develop innovative solutions with unmatched efficiency.
- His proven creativity managing complex ADOT and MAG system interchanges, combined with deep understanding of the original design, uniquely positions him to deliver cost-effective improvements and solutions to mitigate project risks.

Corporate Title

Principal Transportation Engineer

ADOT Commitments

SR 101L, 59th & 67th Avenue
Traffic Interchange Capacity
Improvements - 15%
(Bid advertisement FY2030)

“ Having completed the interim US 60/SR 303L TI project and numerous ADOT freeway projects, I look forward to leveraging my design, VE, and risk analysis experience to collaboratively deliver this project. ”

SUMMARY OF ROLE / BACKGROUND

With over 36 years of professional experience and exceptional qualifications, Gary is the ideal team member to serve as Alternative Development/Risk Manager for this project. As Project Manager for the US 60/SR 303L interim TI final design, Gary led the complete transformation of a signalized intersection into the current system-to-system traffic interchange – giving him unparalleled institutional knowledge of the existing design, site constraints, and stakeholder relationships. His comprehensive understanding of ADOT's project development processes, design standards, and stakeholder coordination protocols, combined with his impressive portfolio managing some of Arizona's most complex freeway projects - including a segment of the \$980 million SR 202L South Mountain Design-Build, and I-10 Broadway Curve improvements, and multiple urban freeway Tis and corridor expansions - demonstrates both the depth and magnitude of his ADOT and MAG experience. **Gary's creative problem-solving approach, proven across numerous high-profile system TIs, freeway segments, and design-build projects with construction values ranging from \$40M to \$600M, positions him to identify risks, evaluate alternatives, and develop innovative solutions to address operational and agency and community issues associated with this critical project.**

RELEVANT PROJECTS

US 60/SR 303L Interim System TI; ADOT | Surprise, AZ

Project Manager for final design of the US 60/SR 303L interim system TI and two miles of SR 303L. The project included widening the existing SR 303L four span bridge over US 60 and the BNSF, retaining and sound walls, onsite and offsite drainage, lighting, traffic signals, FMS, signing, pavement marking, landscaping, utility relocations, construction sequencing, traffic control, and utility, ROW, and environmental clearances. In addition, design of a grade separated DDI was completed to Stage III but was not implemented due to funding constraints at the time. Extensive coordination with ADOT, City of Surprise, BNSF, MWD, FCDMC, Az State Land Dept, Sun City West and Grand HOAs occurred during the project.

SR 24, SR 202L to Ironwood Dr, Connect; ADOT | Mesa & Queen Creek, AZ

Phase I Project Engineer for final design of an \$85M four-level urban freeway system TI between SR 202L and SR 24, including over a mile of new urban freeway from SSR 202L to Ellsworth Road, an interim Ellsworth Road diamond TI, SR 202L widening, and arterial roadway reconstruction.

Phase II Project Manager for final design of an \$84M project constructing six miles of new four-lane interim freeway from Ellsworth Rd to Ironwood Drive consisting of four diamond TIs and the ultimate Ellsworth Road TI - earning three awards including the 2023 ACEC Engineering Excellence Award.

Phase III Project Manager for final design of a \$263M project on SR 24 from SR 202L to Ironwood Drive consisting of improvement to the SR 202L/SR 24 System TI including new system TI directional ramp connections, SR 202L and SR 24 widening for additional GP lanes, a Diverging Diamond interchange at Ironwood Drive, 11 new bridges, 3 bridge widenings, noise and retaining walls. All three phases of the SR 24 projects included new signing, pavement marking, traffic signals, FMS, lighting, and utility coordination.

SR 101L, 75th Avenue to I-17; ADOT | Phoenix, AZ

Project Manager for completing the DCR and final design for a \$150M project to construct over seven miles of widening for GP and auxiliary lanes, I-17/SR 101L system TI Ramp WN conversion from one lane to two, and improvements to create a triple left-turn from SB 75th Avenue to EB SR 101L. The project includes three bridge widenings, retaining and sound walls, lighting, signals, FMS, signing, pavement marking, utility relocations, crossroad improvements, IGAs for ROW Turn backs, and two public meetings including 3D video simulations.

SR 101L, Princess Rd to Shea Blvd; ADOT | Scottsdale, AZ

Project Manager and subconsultant to WSP responsible for final design to widen two miles of SR 101L for new GP and auxiliary lanes from Raintree Drive to Shea Blvd. Additional design efforts included six ramp reconstruction, drainage system modifications, new retaining walls, crossroad turning movement and ADA improvements, and widening of the Bell Road SR 101L mainline overpass bridges. Coordination efforts included completing estimates, bid schedule, constructability reviews, utility conflict resolution, and special provisions.



Diana Kelly, PE

ENGINEERING LEAD

Years of Experience / with Firm:

30 / 4

Registrations:

Civil Engineer—AZ #46727

Education:

BS, Civil Engineering,
California State Polytechnic University—Pomona



VALUE TO ADOT & MAG

Why Diana?

- Diana is an expert in roadway geometrics and ADOT design guidelines with strong technical and leadership skills that will enhance and guide the US 60/SR 303L system TI project from start to finish. She provides innovative solutions that consider maintenance and future constructability without compromising safety or system operation.

Corporate Title

Principal Transportation
Engineer

ADOT Commitments

I-10, Olga Frontage Road - 10%
(Bid advertisement July 2029)

US 70, Basham Road to
Gila River Bridge Guardrail
Assessment - 10%
(Bid advertisement October 2027)

“As a resident of Surprise for 19 years, I have watched this area grow. Traffic steadily increased each year and I am excited to be part of the solution for my local community.”

SUMMARY OF ROLE / BACKGROUND

Diana is a highly experienced engineer with 19 years of ADOT experience, specializing in the preparation of preliminary and final design documents for federal, state, county and local government agencies. Her expertise includes roadway and TI geometrics, earthwork modeling, drainage improvements, structural design and utility coordination. Diana is renowned for her commitment to safety, implementing effective traffic control plans, and her daily involvement in the technical aspects of projects, providing guidance and oversight on plans, specifications, and cost estimates. Her strong technical and leadership skills, particularly in roadway geometrics, will significantly enhance the US 60/SR 303L system TI project from start to finish.

RELEVANT PROJECTS

SR 30, 71st Avenue to SR 202L System TI; ADOT | Phoenix, AZ

Senior Project Engineer. Diana provided oversight for the design team during Concept Verification and Alternative Analysis for System TI and SR 202L widening for the phased implementation of the project (complete June 2025). Evaluations included traffic modeling for SR 202L service TI modifications and the SR 30 System TI, and included evaluating roadway alignments, cost estimates, signing, marking, new bridges, retaining and sound walls and bridge widenings, while minimizing right-of-way and utility relocations required. This evaluation yielded over \$150M in cost savings.

SR 24, SR 202L to Ironwood Drive; ADOT | Gilbert, AZ

Diana, serving as Roadway Quality Control, is responsible for reviewing roadway plans for the design of the four-level urban freeway system TI; six miles of new four-lane interim freeway with five diamond service TIs; widening SR 202L; and arterial roadway reconstruction. The series of projects were phased for design development under Proposition 400. Coordination with Williams Gateway Airport, utility relocations, new bridge design and widenings, FMS, signing, marking and traffic modeling for LOS at system TI movements.

SR 89A at Page Springs Road Intersection Improvements; ADOT | Coconino County, AZ

Project Manager. Responsible for the SR 89A at Page Springs Road project enhances safety and operations at this rural intersection in northern Arizona. Diana led the development of the scoping documents and preferred alternative to reconfigure the intersection to a median U-turn design which is expected to reduce crash frequency and severity at this intersection. Diana and the Stanley team completed a project assessment in August of 2024 and have completed the construction documents (Bid ready July 2026). The project does not require new right-of-way nor utility relocations which reduces the overall project costs.

Camelback Road, SR 303L to City Limits— City of Goodyear | Goodyear, AZ

Project Manager. Responsible for the development of the Design Concept Report for Camelback Road, a key arterial in Goodyear expected to see daily traffic exceed 46,000 vehicles by 2040. The DCR detailed these recommendations, evaluating constructability, bidding methods, funding opportunities and refining cost estimates. The second phase for final design includes road widening, improved drainage, new landscaping, traffic signals, street lighting, environmental analysis and public involvement support. Essential coordination with ADOT, the Cities of Glendale and Litchfield Park and Maricopa County Department of Transportation supported the project's success.

Estrella Parkway, MC 85 to West Vineyard Avenue; City of Goodyear | Goodyear, AZ

Diana served as the Senior Project Engineer. Estrella Parkway, a major arterial in Goodyear expected to handle over 32,000 vehicles daily by 2032, was improved under Diana's leadership. She assisted in completing the DCR, which evaluated a twin 2,200-foot-long bridge over the Gila River, a twin 120-foot-long bridge over the Buckeye Water District canal and safety and capacity enhancements for 1.5 miles of scenic roadway. The DCR covered typical sections, intersections, drainage, bridge types, construction costs, delivery methods and TI with SR 30, along with preliminary construction phasing. Diana also managed utility coordination, ensuring clearance and design requirements for high-voltage power lines, critical water services to the Palo Verde Power Plant and work within the Buckeye Water Conservation & Drainage District.



Diana Dunn
ENVIRONMENTAL LEAD

Years of Experience / with Firm:

20 / 20

Registrations:

N/A

Education:

MA, Applied Archaeology (Lithic Analysis; Cultural Resource Management; Ceramic Analysis; Museum and Native American), Northern Arizona University

BA, Anthropology (Archaeology), Northern Arizona University

VALUE TO ADOT & MAG**Why Diana?**

- Led environmental clearances for SR303L/US 60 interchange improvements and traffic flow enhancements.
- Extensive ADOT environmental planning expertise, including NEPA, Section 106, and Section 4(f).
- Proven coordination with agencies, stakeholders, and design teams on complex transportation projects.

Corporate Title

Southwest Region Environmental Planning Group Manager

ADOT Commitments

I-10 Grant EMP - 10%

SR 202L, I-10 to SR 101L - 10%

Environmental On-Call - 15%

“I’m excited to support environmentally responsible improvements that enhance mobility while protecting community, cultural, and natural resources along the corridor.”

SUMMARY OF ROLE / BACKGROUND

Diana Dunn has 20 years of experience as an Environmental Lead and 10 years as an Environmental Project Manager primarily focusing on delivering ADOT development projects. As an environmental lead, she has been responsible for project coordination, scope and cost development, plan reviews including Google Earth KMZ reviews, Section 4(f) identification and analysis, NEPA documentation, and public involvement research and execution. Diana has worked with a variety of agencies at the federal, tribal, state, and local level. She has experience with air quality conformity with Environmental Protection Agency (EPA) and FHWA having completed several reviews of hot spot analysis reports for particulate matter with a diameter of 10 micrometers or less (PM10) and Atypical Reports. Diana has assisted with the ADOT noise abatement policy (NAP) and is familiar with highway noise modeling using FHWA TNM 2.5.

RELEVANT PROJECTS**US 60/SR 303L Interim System TI Minor Improvements; ADOT | Surprise, AZ**

Environmental Lead. Diana completed two environmental clearances for the improvements on US 60 and SR 303L to improve traffic flow and wait periods at traffic interchanges. The 2023 improvements included US 60 and 163rd Ave intersection & SR 303L/US 60 TI restriping to add lanes traffic light heads replacement, along with restriping US 60 to add a third lane from 163rd to SR 303L. The 2025 improvements included widening shoulders along US 60 between MP 137.30 to MP 138.40; and widening US 60/SR 303L TI to create 2nd right-turn lane and third left-turn lane.

Diana worked with Jacobs on these projects as they were the lead designers. The environmental effort included biological evaluation short form, Section 106 consultation including coordinating with design team for avoidance areas and flagging during construction, hazardous materials testing for the 2023 clearance and PISA for both, Section 4(f) evaluation, and agency scoping letters.

SR 303L, MC 85 to Van Buren Street; ADOT | Goodyear, AZ

Environmental Lead. TYPESA provided environmental services to ADOT to obtain the Re-evaluation Environmental Assessment for final design to extend the SR303L north of MC 85 to Van Buren as part of an interim phase from the 2018 Location/Design Concept Report (L/DCR) and Final Environmental Assessment (EA) for the SR 303L, SR 30 to Interstate 10. TYPESA serves as the design lead working directly with Stanley as a major design team partner. The project limits extended from Thomas Rd on SR 303L to MC 85 (approximately milepost 105 to 99.53). Diana was responsible for overseeing environmental tasks, including agency scoping letters and responses from city stakeholders. The associated environmental tasks included geotechnical clearance including separate biological evaluation short form, Section 106 consultation with avoidance areas, and 404 review; biological surveys for burrowing owls prior to geotechnical work; five Phase I ESA reports; lead and asbestos testing; Phase I Testing for two archaeological sites; noise modeling and report with recommendations for nine noise walls; participation in two public meetings (virtual and in-person); socioeconomic and Title IV review; and preparing Re-evaluation document. In addition, TYPESA completed an approved jurisdictional delineation for this project removing all potential waters of the US within the project limits for the next 5 years.

SR 202L, I-10 to Val Vista Drive; ADOT | Chandler & Gilbert, AZ

Environmental Lead. Completed a state-level environmental clearance for the DCR phase, then a NEPA clearance for Phase 1 (SR 101L to Val Vista Dr). The project adding a general-purpose lane to SR 202L, Santan Freeway from SR 101L to Val Vista Drive in each direction. TYPESA was the lead working directly with Stanley as a major design team partner. Diana drafted and sent out over 200 public scoping letters, complied public/agency comments, and prepared draft response letters. During the DCR additional environmental review including noise modeling and report including recommendations of wall height and new walls; biological review, native plant surveys, cultural review, PISA, Section 4(f) analysis, land use and farmland analyses, and preparing an approved jurisdictional delineation removing all potential waters of the US. The environmental effort for the Phase 1 split included updating biology and cultural reports, hazardous materials testing, noise wall verification, Section 4(f) no use forms, and air quality hot spot analysis for PM along with Atypical Report to remove storm event days.



BriAnne Turpin, PE, PTOE

PHASING AND MAINTENANCE OF
TRAFFIC LEAD

Years of Experience / with Firm:

20 / 8

Registrations:

Civil Engineer--AZ #51481

PTOE #5361

Education:

BS, Civil Engineering,
Northern Arizona University

VALUE TO ADOT & MAG

Why BriAnne?

- BriAnne brings proven expertise in designing signing, pavement marking, MOT, and traffic control plans across diverse project scales, from single-mile urban corridors to major freeway reconstructions exceeding 15 miles.
- She integrates drainage considerations often overlooked in barrier, signage, lighting, and temporary signal planning while balancing safe, efficient movement of the driving public with constructability and protected work zones.

Corporate Title

Principal Traffic Engineer

ADOT Commitments

SR 30, 71st Avenue to SR
202L System TI - 20% (Bid
advertisement December 2026)

“ I am excited to contribute to this project because it directly enhances both safety and mobility within this critical corridor. There's real satisfaction in knowing our efforts will improve daily commutes and operations for thousands of people who rely on this route. ”

SUMMARY OF ROLE / BACKGROUND

BriAnne provides effective transportation planning, design, and traffic engineering services to improve roadways across the state of Arizona. Her relevant experience includes designing signing and pavement marking, traffic control, and traffic signal and roadway lighting plans. BriAnne has designed signing and pavement marking and MOT and traffic control plans for projects of all sizes, from one-mile urban corridors to more than 15 miles of freeway reconstruction, including SR 24.

RELEVANT PROJECTS

SR 24, SR 202L to Ironwood Drive; ADOT | Mesa & Queen Creek, AZ

Senior Traffic Engineer. Responsible for the development of the construction phasing and MOT plans as well as freeway, ramp, crossroad and underdeck lighting plans for the construction of SR 24 from its current terminus at Ellsworth Road to Ironwood Drive for Phase II and Phase III of the project. MOT along Ellsworth Road was a key concern for both ADOT and the City of Mesa while building the SR 24 overpass bridges. BriAnne was responsible for the development of Ellsworth and Ironwood Drive's traffic control plans which included crossovers to shift traffic to one side of the road and allow for work to be completed on the opposite side of interim urban freeway. The project included utility, R/W, and environmental clearances and coordination with ADOT, City of Mesa, Pinal County, Maricopa County, Town of Queen Creek, FCDMC, PMGA and utilities.

I-17, Anthem to Sunset Point; ADOT | Phoenix & Black Canyon City, AZ

Senior Traffic Engineer. BriAnne was responsible for the managing the development the traffic control section of the DCR and signing and pavement marking concept and cost estimates to coincide with the recommended alternative. Stanley Consultants conducted a design concept study and related environmental studies for proposed improvements to I-17 in Maricopa and Yavapai counties, Arizona. The overall study area begins at the I-17/Black Canyon City TI and extends north to the I-17/Junction SR 69 TI in Cordes Junction, a distance of 18 miles. The purpose of this study is to develop and evaluate feasible alternatives for the widening of I-17, as well as interim (short-term) improvements, to improve traffic operations and to accommodate projected traffic volumes in the 2030 design year.

I-17, Central Avenue Bridge, Phase 1 and 2; ADOT | Phoenix, AZ

Senior Traffic Engineer. BriAnne provided MOT oversight for the core team to maintain quality and precision across all deliverables. Her responsibilities also included the lighting design, which encompassed temporary lighting during bridge construction. BriAnne contributed to the study of alternatives that allowed clearance for trains, accommodated future widening of I-17, and preserved frontage road operational characteristics between 7th Street and 7th Avenue.

SR 101L, 75th Avenue to I-17; ADOT | Phoenix, AZ

Senior Traffic Engineer. BriAnne was responsible for managing the development of the traffic model and preliminary traffic report that presents existing traffic volume data, existing crash data, traffic volume projections for the design year 2040, as well as design year roadway capacity calculations the general-purpose lane widening project. During the design phase, BriAnne has been responsible for managing the development of the traffic control and lighting plans, specifications and estimate. BriAnne has developed the construction phasing and overseen the development of traffic control detail sheets following the phasing concept. Stanley Consultants is designing for the additional general purpose (GP) lanes to six miles of existing urban freeway between 75th Avenue and I-17/SR 101L system TI improvements to modify Ramp W-N from one lane to two, and improvements to the 75th Avenue TI to create a triple left-turn on SB 75th Avenue to EB SR 101L.

I-10 Houghton Road TI; ADOT | Tucson, AZ

Senior Traffic Engineer. Responsible for managing the development the traffic engineering elements for the Houghton Road TI for both the DCR and final design project phases. BriAnne worked during the DCR evaluating the construction phasing and MOT strategies for each of the alternatives as part of the evaluation process. Transitioning to final design, BriAnne was responsible for the development of the signing/pavement marking plans, special provisions, and cost estimates to coincide with the replacement of the existing concrete bridge deck and concrete barrier on the south bridge. To facilitate construction flexibility of the bridge, temporary signal plans were developed to reduce full closures of Houghton Road, a major arterial used by commuters into downtown Tucson. BriAnne was also responsible for photometric calculations for the ramp/gore, underdeck and crossroad light levels that meet the design criteria set forth in RP-8-18.




Ravi Ambadipudi, PE

TRAFFIC MODELING LEAD 

Years of Experience / with Firm:

20 / 4

Registrations:

Civil Engineer—AZ #68184

Education:

University of Chicago, MBA

University of Minnesota, MS

Indian Institute of Technology, Bombay, India



VALUE TO ADOT & MAG

Why Ravi?

- Over two decades of data-driven planning experience
- Expertise in multimodal travel demand forecasting
- Expertise in bridging the gaps between travel demand and simulation models
- Safety analysis expertise
- Benefit cost analysis and econometric analysis

Corporate Title

Transportation Planning
Practice Builder

ADOT Commitments

North-South Corridor - 10%
(Complete in 2027)

Statewide Resilience
Improvement Plan - 5%
(Complete in 2027)

“ *This corridor is personal to me. Over the past two years, I’ve worked to move solutions forward, and I’m committed to finishing what this team started. Through thoughtful traffic modeling and collaboration with ADOT and MAG, I aim to deliver practical improvements that make a meaningful difference for the community.* ”

SUMMARY OF ROLE / BACKGROUND

Ravi Ambadipudi leads multimodal planning efforts for Jacobs’ Arizona office and brings over 20 years of experience in transportation planning, operations analysis, and corridor development. His work spans complex multimodal studies, traffic operations assessments, and long-range planning that support data-driven investment decisions. Ravi collaborates with multidisciplinary teams to develop concepts that improve mobility, enhance safety, and strengthen economic outcomes. He also guides grant application development and has prepared Benefit-Cost Analyses for transportation initiatives nationwide. As Project Manager for this LRT grade-separation project, Ravi applies a strategic, data-driven approach grounded in regional experience and a deep understanding of multimodal system performance.

RELEVANT PROJECTS

US 60, Loop 303 to SR 74 Corridor Study; MAG | Phoenix, AZ

Deputy Project Manager. Served as the technical lead for the MAG US 60 Corridor Study, a wide-area planning effort evaluating long-term mobility and safety needs along the Grand Avenue corridor. The study identified network improvements through the planning horizon, including interchange concepts along Grand Avenue, SR 303L, arterial streets, frontage roads, and access roads. Ravi oversaw the analytical framework, directing detailed evaluations using the regional travel demand model and traffic operations tools such as Synchro and Vissim. The project also incorporated extensive public and stakeholder outreach, environmental and drainage considerations, structural screening, and planning-level cost estimates. Ravi’s leadership ensured a technically rigorous, stakeholder-informed set of recommendations to guide future investment along this critical regional corridor.

SR 303L, Lake Pleasant Parkway to I-17; ADOT | Peoria, AZ

Senior Project Engineer. Ravi led the travel demand forecasting and assisted in concept development and evaluation for the DCR Update. Travel demand forecasts developed for this project were used to right-size four crossroad TIs and multiple intersections. The evolving land use in the corridor required ad-hoc methods to accommodate new and unplanned development initiatives. Ravi will be leading efforts to complete a similar effort and the “Change of Access Report” for the final design of the SR 303L system interchange.

I-10, Baseline Road TI; ADOT | Tempe, AZ

Ravi served as the Travel Demand and Traffic Operations Lead for the project and evaluated the TI operations and improvement alternatives along Baseline Road. The project identified improvements at study intersections to enhance operations and safety at this location. Ravi was responsible for the delivery of operational analysis, assisted in the development of conceptual alternatives, Utilities, environmental overview, and visualization.

SR 101L and I-10 TI; ADOT | Phoenix, AZ

Senior Project Engineer. Ravi led the travel demand forecasting and assisted in concept development and evaluation for this DCR. Travel demand forecasts developed for this project were used to right-size different freeway facilities and multiple intersections.

North South Corridor Tier II EIS; ADOT | Pinal County, AZ

Senior Project Engineer. Ravi is leading the travel demand forecast development and alternatives analysis for the Tier II EIS and alternative development documents under two separate studies. The projects will evaluate the stretch between I-10 and US 60 and from US 60 to Arizona Farms and from Arizona Farms to I-10. Ravi’s role in both these studies is similar.



Dan Shiosaka, PE, SE

STRUCTURES LEAD

Years of Experience / with Firm:

49 / 34

Registrations:

Civil Engineer—AZ #14083

Structural Engineer—AZ #30564

Education:

MS, Civil Engineering,
California State University-Fullerton

BS, Civil Engineering,
California State University-Fullerton

VALUE TO ADOT & MAG

Why Dan?

- Dan has served ADOT for over 39 years and has experience supporting bridge and structure designs in all 7 Districts!
- Dan has served ADOT's Bridge Group as a bridge engineering consultant throughout all three (20-year) transportation funding periods for the Regional Transportation Plan and Regional Strategic Transportation Infrastructure Investment Plan (1985-Current)

Corporate Title

Principal Structural Engineer

ADOT Commitments

SR 30, 71st Avenue to SR 202L System TI - 25% (Bid advertisement December 2026)

"I recall when SR 303L was originally designed as SR 517. It changed hands between MCDOT and ADOT a few times. ADOT chose Stanley to widen from 4-lanes to 6-lanes and add the Par Clo interchange to US 60 Grand. I am excited to continue supporting this effort of future expansion."

SUMMARY OF ROLE / BACKGROUND

Dan brings exceptional qualifications to serve as Structures Lead on the US 60/SR 303L new system TI project, with nearly 50 years of total experience including more than 39 years serving ADOT across all 7 districts. Most importantly, Dan served as Design Supervisor on the US 60 Grand Avenue/SR 303L Final Design Interim System TI project alongside Gary Melita. This direct involvement in the interim TI provides invaluable continuity and institutional knowledge of the corridor's design challenges, stakeholder relationships, and constructability considerations. His intimate familiarity with the project from the interim phase, combined with his dual registrations as both Civil and Structural Engineer in Arizona, positions him to seamlessly transition lessons learned and coordinate effectively with the design team, ensuring the new system TI builds efficiently upon the foundation already established.

RELEVANT PROJECTS

US 60/SR 303L Interim System TI; ADOT | Surprise, AZ

Principal Structural Engineer. Responsible for the triple-widening concept with a 24-foot mainline shift west and all widening work on the east side for the final design of roadway improvements. Supported the coordination of utility, R/W and environmental clearances and coordination with ADOT, City of Surprise, BNSF, and utilities. This project included widening to a four span SR303L structure over US 60 and the BNSF, retaining and sound walls, onsite and offsite drainage facilities, lighting, traffic signals, FMS, signing/pavement marking, erosion control, utility relocations, and traffic control.

I-17, Central Avenue Bridge TI, Phases 1 and 2; ADOT | Phoenix, AZ

Principal Structural Engineer. Responsible for the DCR Recommended Alternative concept for the shallow 3-span steel TI UP bridge. Stanley's innovative concept accommodates current and future ADOT I-17 needs, City of Phoenix Central Ave needs, and Valley Metro Light Rail clearance needs. The ultra-slender steel-framed superstructure uses ballasted (counterweight) end spans to balance the long haunched middle span. Stanley was responsible for all engineering plans, reports, specifications, and construction cost estimates to reconstruct the bridge and surrounding facilities. The winning bid was within 2 percent of our estimate.

I-17, Anthem to Sunset Point; ADOT | Phoenix & Black Canyon City, AZ

Served as ADOT's Project Management and Bridge Group representative on the 23-mile I-17 Design-Build corridor, confirming conformance with Project Technical Provisions and ADOT Bridge Group guidelines. Structural scope included replacing two bridges, widening ten bridges, extending reinforced concrete box culverts and retaining walls, and implementing an inspection monitoring plan for an in-service bridge subject to heavy rock-blasting outhaul. The project also incorporated a 7-way micro-duct conduit system supporting Arizona's Broadband Initiative, a 7-mile reversible Flex Lane for integrated corridor management, and ITS elements including four DMS, approximately 40 CCTV cameras, wrong-way detection, a controlled-access gate system, lane control signals, and redundant fiber optic communications along both sides of the freeway.

SR 202L South Mountain Freeway, Design Build; ADOT | Phoenix, AZ

Structural Engineer responsible for the Project Design Development phase of this roadway design which included 7.5 miles of urban freeway design with 7 service TIs as part of the new 20 mile South Mountain Freeway Design-Build-Maintain project. The project included coordination with multiple disciplines, the Arizona Department of Transportation, City of Phoenix, and numerous utilities. Segment 3 design included new SR202L mainline and ramp construction, crossroad reconstruction, numerous bridges, retaining and sound walls, onsite and offsite drainage facilities, concrete channel, erosion control, traffic signals, FMS, lighting, signing/pavement marking, and traffic control.

I-40, Bellemont to East of Winona; ADOT | Flagstaff & Bellemont, AZ

Principal Structural Engineer. Responsible for structural alternative development for improvements to I-40, from MP 184 to MP 214. The F0772 01D BNSF OP bridge replacements are among the 30 bridges in the corridor. Various bridge improvement concepts include new service TI bridges, replacements, widening, and preservation measures for roadway overpasses and underpasses, and other crossings. Construction includes four new crossroad service TIs, two new overpass bridges, retaining walls, on-site and off-site drainage facilities, lighting, traffic signals, FMS, signing/ pavement marking, erosion control, utility relocations, construction sequencing, and maintenance of traffic plans.



Daniel Fréchette, PhD, PE

GEOTECHNICAL LEAD

Years of Experience / with Firm:

26 / 4

Registrations:

Civil Engineer—AZ #37284

Education:

PhD, Civil Engineering, ASU
MSE, Civil Engineering -Geotechnical
Emphasis, ASU
BSE, Civil Engineering, ASU



VALUE TO ADOT & MAG

Why Daniel?

- Provided geotechnical services on more than 180 transportation projects with more than 100 for ADOT
- Worked on more than 300 miles of roadway and more than 150 bridges

Corporate Title

Partner - Senior Geotechnical Engineer

ADOT Commitments

SR 30, 71st Ave to SR 202L
System TI - 10%
(Bid Advertisement December 2026)

SR 303L, MC 85 to Van Buren
Post Design Services - 10%

Upper Elgin Road at
Babocomari Creek - 10%
(Geotech complete in August 2026)

“As part of the original Stanley Team for the Interim TI project, I'm excited at the opportunity to build on our previous work to complete the full System TI.”

SUMMARY OF ROLE / BACKGROUND

Dr. Fréchette has more than 25 years of experience on a wide range of projects in the areas of transportation (e.g. bridges, roadways, walls, and pavement); temporary and permanent shoring design (e.g. soil nails, tiebacks and soldier piles); flood control structures (e.g. dams and levees); transmission lines; commercial and industrial facilities; and municipal facilities and water treatment plants with budgets in excess of \$1 million. He has performed all aspects of geotechnical investigations including development of detailed geotechnical scope and cost estimates, permit acquisition, planning and execution of site reconnaissance, development of geotechnical exploration and laboratory testing programs, design, and reporting.

RELEVANT PROJECTS

US 60/SR 303L Interim System TI; ADOT | Surprise, AZ

Project Manager and Project Engineer. Project consisted of roadway improvements, bridge widening and construction, retaining and sound wall construction, and detention basin excavation for the US 60 / SR 303 TI adjacent to and spanning the BNSF. Roadway improvements along SR 303L consisted of approximately two miles of new freeway plus two additional miles of asphalt rubber-asphaltic concrete friction course. The existing SR 303L was widened to three lanes of traffic in each direction, which crossed over the US 60 and BNSF by means of a four-span bridge that was widened to a total width of 200 feet. Ramps were constructed as a partial cloverleaf in the southwest and southeast quadrants of the traffic interchange. Daniel performed a geotechnical investigation to provide recommendations for bridge structures, retaining and sound walls, and PCCP and AC pavement design.

Estrella Parkway, MC 85 to West Vineyard Avenue; City of Goodyear | Goodyear, AZ

Senior Geotechnical Engineer. Responsible for improving the roadway to a 4-lane cross section with raised median and new bridge structures over the Gila River and Buckeye Canal. The geotechnical engineering services evaluate the physical properties of the subsurface soil and groundwater conditions to establish engineering criteria for the final design and construction of the project. This included field investigations for bridges, walls, roadway, and drainage elements.

SR 303L, Happy Valley Parkway to Lake Pleasant Parkway; ADOT | Peoria, Arizona

Geotechnical Project Manager and Lead Engineer. Responsible for all geotechnical and pavement design aspects of the project including foundation recommendations for 15 bridges, including one over the Agua Fria River, along the SR 303L alignment and pavement design for more than 7.5 miles of new roadway construction, which consisted of four general purpose lanes, two in each direction of travel. The project required multiple methods of investigation to adequately characterize the site in the intermediate geomaterial (IGM) and rock environment.

SR 303L, MC 85 to Van Buren Street; ADOT | Goodyear, AZ

Senior Geotechnical Engineer. Conducted the final geotechnical design for this project. The project included pavement for 3 miles of mainline, ramps, frontage, and crossroad pavement; 51,000 lineal feet of retaining walls; multiple retention basins; and widening of 3 bridge structures. The field investigation included coring of several locations and drilling of over 100 borings for pavement, retaining/sound walls, retention basins, and bridge widenings. The field program developed by Ethos included hollow-stem auger, roto-sonic, and downhole percussion hammer borings utilizing multiple coring and drilling firms. The traffic control included working alongside active traffic and within travel lanes involving multiple shoulder and lane closure setups including both daytime and night-time work. Drilling included coordinating multiple work crews and drill rigs to help expedite drilling program. Additional mobilizations were required to work around the schedule of the active farm fields and to address subsequent design changes. Geotechnical design recommendations include both shallow and deep foundations for walls and bridges, stability analyses, settlement analyses, flexible and rigid pavement design, evaluation of potentially expansive soils, falling head and double-ring percolation testing, and mitigation of soft soils. Coordinated field work with multiple stakeholders including private landowners, City of Goodyear, and Flood Control District of Maricopa County.



Suzanne Deitering, PE

UTILITY COORDINATOR

Years of Experience / with Firm:

24 / 18

Registrations:

Civil Engineer—AZ #43837

Education:

BS, Civil Engineering, Arizona State University



VALUE TO ADOT & MAG

Why Suzanne?

- Corridor continuity from working on the adjacent SR303L/155th TI Project.
- Extensive experience working with SRP-T, BNSF and Maricopa Water District
- Over 20 years of utility coordination experience

Corporate Title

Vice President and Senior Project Manager

ADOT Commitments

SR 303L, 155th Avenue TI - 10%

SR 30, 71st Avenue to SR 202L System TI - 20% (Bid advertisement December 2026)

US 60, Ellsworth Rd to Ironwood Rd DCR - 40%



SUMMARY OF ROLE / BACKGROUND

Suzanne is a Vice President with Point Engineers and a Senior Project Manager with 24 years of experience in providing utility coordination for both local agency and ADOT projects. Suzanne has established working relationships with all of the local utility companies and has a thorough understanding of their design requirements and procedures. She is a proactive team member always looking for options to avoid and/or minimize utility impacts which ultimately lead to cost and schedule savings. She has extensive experience in reviewing prior right documents and utility costs. She is known for her excellent client service and commitment to team work.



RELEVANT PROJECTS

SR 303L, 155th Avenue TI; ADOT | Surprise, AZ

Suzanne is currently the Utility Coordinator for the SR303L/155th Ave TI project, a joint ADOT and City of Surprise project to construct a new interchange and widen the local roadway network. The project improvements will require a new crossing of the MWD Beardsley Canal and a new roadway under the overhead transmission lines owned by WAPA, SRP-T and APS. In addition to these coordination efforts she oversees coordination with City of Surprise, Transwestern Pipeline and multiple fiber providers, ensuring timely conflict resolution, regulatory compliance, and seamless integration of utility infrastructure into project design and construction. Her strong working relationships with utility stakeholders facilitate early, proactive one-on-one reviews, ensuring potential issues are addressed ahead of time and eliminating surprise comments during stage submittals.

SR 30 71st Avenue to SR 202L System TI; ADOT | Phoenix, AZ and SR 30, Dysart Road to 97th Avenue, ADOT | Avondale, AZ

Utility Coordinator. Responsible for two segments of the SR30 freeway corridor. The utility stakeholders include all three SRP utilities (SRP-T, SRP-I, SRP-D), City of Phoenix, City of Avondale, Southwest Gas, APS (both power and pipeline), RID, Buckeye Irrigation District, Cox, Lumen and other fiber providers. She proactively identified SRP-I relocation and BOR land exchange as critical path risks and partnered with SRP-I, ADOT, and ADOT ROW to advance the

alignment and right-of-way solutions, which will allow SRP-I relocations to occur ahead of construction. She is also working closely with the City of Phoenix and City of Avondale to mitigate conflicts to their facilities. Her strong industry relationships and proactive coordination approach help mitigate conflicts and maintain project schedule. A key lesson learned on this project is the importance of clearly defining ultimate right-of-way ownership and maintenance responsibilities when relocating utilities with prior rights or new easements within non-ADOT ROW.

I-10, I-17 (Split) to SR 202L (Santan/South Mtn); ADOT | Phoenix, AZ

Suzanne served as ADOT's General Engineering Consultant (GEC) Utility Coordinator for the widening of I-10. The affected utilities include Salt River Project (SRP) power and irrigation, Century Link, Cox Communications, Air Products, Southwest Gas, El Paso Natural Gas, City of Phoenix, City of Tempe and several other communication companies. Suzanne conducted over 20 utility coordination meetings and Developer 1-on-1 meetings. Suzanne coordinated extensively with SRP Transmission to develop a concept to allow their existing 69kV to remain in place at I-10/US 60 and at the Tempe Drain. This coordination effort saved over \$4 million in construction budget in addition to a schedule savings during construction. Suzanne also led the coordination effort with SRP Irrigation to reach an acceptable design solution to keep Western Canal in place.

SR 101L, Baseline Rd to SR 202L Santan; ADOT | Chandler, AZ

Suzanne served as ADOT's General Engineering Consultant (GEC) Utility Coordinator for this six-mile-long Design Build project. The affected utilities include Salt River Project (SRP) power and irrigation, Century Link, Cox Communications, Air Products, Southwest Gas, El Paso Natural Gas and City facilities. Suzanne helped oversee the innovative design solution that avoided relocating SRP-Irrigation resulting in \$2M savings to the construction budget and additional schedule savings. Extensive coordination between the contractor, ADOT and SRP was required to ensure relocation windows were met and delays to construction were avoided. Suzanne also assisted ADOT Utilities and Railroad for prior rights review and utility agreements.

"I'm excited to continue working in this corridor and find solutions that benefit both ADOT and the utility owners!"




Debi Bohnet

PUBLIC INVOLVEMENT LEAD 

Years of Experience / with Firm:

26 / 26

Education:

BS, Marketing - Iowa State University



VALUE TO ADOT & MAG

Why Debi?

- Recent ADOT in-person/virtual meeting experience for I-10 with the same stakeholders
- Debi prioritizes early public input and translates technical content for public understanding
- Skilled in communications for large, complex projects

Corporate Title

Communications Lead

ADOT Commitments

ADOT Public Involvement
Support for Multiple Projects
- 35%

“ This region deserves comprehensive solutions that reflect its communities. I’m committed to open, collaborative public involvement—bringing stakeholders together to build trust, align priorities, and deliver practical solutions that are widely supported. ”

SUMMARY OF ROLE / BACKGROUND

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 PROJECTS

I-10/SR 101L System TI Improvements DCR, ED and Final Design; ADOT | Phoenix, AZ

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 I-10/SR 101L System TI and the 91st Avenue Connector, as part of the DCR and ED. 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.

SR 303L DCR and EA from Lake Pleasant Parkway to I-17; ADOT | Maricopa County, AZ

Debi worked closely with ADOT staff to plan/execute a virtual public meeting to provide information about the purpose and need and anticipated timeline, and to seek public comments on the proposed near-term and long-term improvement plans for SR 303L, as part of the DCR and EA. The project’s goal was to improve SR 303L to four GPLs and one HOV lane in each direction, while developing and evaluating service TI alternatives in the area, including the fast-tracked 51st and 43rd Avenue TIs to meet TSMC requirements. Tasks included developing/following a workback schedule, developing the presentation and script, translating all materials to Spanish, and hosting the virtual meeting on Zoom.

Downtown Access Project; Nevada DOT (NDOT) | Las Vegas, NV

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

Project Neon Design-Build Advisory Services; NDOT | Las Vegas, NV

Debi represented NDOT as the public information plan manager for this \$600M design-build project, serving as the design-builder’s single point of contact for all public information activities. Responsibilities included providing proactive communication with affected stakeholders and elected officials, including understanding their individual concerns and tailoring outreach efforts based on their areas of interest. Managed stakeholder meetings to provide project updates/information and provided oversight of public meeting strategy and preparation.

Bidders List for Stanley Consultants, Inc.

AB

ADOT Business Engagement and Compliance Office <AZUTRA

To Marketing - Phoenix

Cc ContractManagement@azdot.gov

*** EXTERNAL EMAIL - Use caution and verify authenticity before trusting any contents. ***

Stanley Consultants, Inc., AZUTRACS Number: [11094](#) has submitted a Bidder/Proposer list for **2026-020** on 06/17/2026 at 9:50 AM MST (UTC - 07:00).

Bidders/Proposers for this firm include:

Firm Name	Address	Age of Firm	Annual Gross Receipts	DBE Status	NAICS Codes
AeroTech Mapping Inc	3285 North Fort Apache LAS VEGAS, NV 89129	4-7 years	\$5 million to \$10 million	DBE	541330
Ethos Engineering, LLC	9180 South Kyrene Rd Tempe, AZ 85284	10+ years	\$2 million to \$5 million	DBE	541330
Jacobs Engineering Group Inc.	1501 W. Fountainhead Parkway Tempe, AZ 85282	10+ years	More than \$100 million	Non-DBE	541330
Point Engineers, LLC	7600 N. 16th Street, Suite 202 Phoenix, AZ 85020	10+ years	\$1 million to \$2 million	Non-DBE	541330
TYP SA, Inc.	501 N. 44th Street Phoenix, AZ 85008	10+ years	\$10 million to \$50 million	Non-DBE	541330

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KATIE HOBBS
GOVERNOR

JENNIFER TOTH
DIRECTOR

Date: June 17, 2026

TO: ALL INTERESTED PARTIES

SUBJECT: AMENDMENT NUMBER 01

REFERENCE: REQUEST FOR QUALIFICATIONS
CONTRACT NUMBER: 2026-020
CONTRACT DESCRIPTION: US 60 (GRAND AVENUE): DEER VALLEY ROAD TO LOOP 303
(ULTIMATE SYSTEM INTERCHANGE) DESIGN CONCEPT REPORT AND ENVIRONMENTAL
ASSESSMENT

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

Question No. 1:

Section 400 Part C (page 29) states "Ground disturbing activities such as geotechnical investigations and utility potholing are anticipated." Please clarify if these tasks are included in the scope of the DCR.

Answer No. 1:

Yes, to assist in determining DCR alternatives.

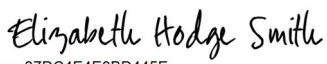
Question No. 2:

Section 416 (page 30) states "The consultant shall perform geotechnical investigations and prepare the Draft and Final Geotechnical Reports, which will include bridge foundation, retaining wall, and all other geotechnical recommendations." Please clarify if these tasks are included in the scope of the DCR.

Answer No. 2:

Yes.

Signed by:


37DC4E4E0BD445E...
Elizabeth Hodge Smith
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.

Stanley Consultants, Inc.

CONSULTANT NAME



SIGNATURE

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

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KATIE HOBBS
GOVERNOR

JENNIFER TOTH
DIRECTOR

Date: June 24, 2026

TO: ALL INTERESTED PARTIES

SUBJECT: AMENDMENT NUMBER 02

REFERENCE: REQUEST FOR QUALIFICATIONS
CONTRACT NUMBER: 2026-020
CONTRACT DESCRIPTION: US 60 (GRAND AVENUE): DEER VALLEY ROAD TO LOOP 303
(ULTIMATE SYSTEM INTERCHANGE) DESIGN CONCEPT REPORT AND ENVIRONMENTAL
ASSESSMENT

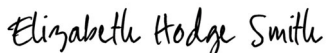
The following question has been asked in reference to the above Request for Qualifications package:

Question No. 1:

Will potholing be included in the DCR? If so, will it be provided by the consultant or by U&RR (or their consultant)?

Answer No. 1:

The Consultant will provide the potholing services. Limited potholing should be considered as part of the DCR, as approved by ADOT

Signed by:

37DC4E4E0BD445E...
Elizabeth Hodge Smith
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.

Stanley Consultants, Inc.

CONSULTANT NAME



SIGNATURE

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

CONSULTANT INFORMATION PAGES (CIP)

CONTRACT NO.:2026-020

CONTACT PERSON:Karen Hobbs

E-MAIL ADDRESS:HobbsKaren@stanleygroup.com

TITLE:Project Principal

CONSULTANT FIRM:Stanley Consultants, Inc.

ADDRESS:3133 E. Camelback Road, STE 100

CITY, STATE, ZIP:Phoenix, AZ 85016

TELEPHONE:602.333.2421

FAX NUMBER:602.333.2333

UNIQUE ENTITY ID# (FROM SAM WEBSITE):HXELNKJQ5CM5

ADOT CERTIFIED DBE FIRM? (YES/NO) No

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
AeroTech Mapping Inc	Aerial Mapping	Yes
Ethos Engineering, LLC	Engineering	Yes
Jacobs Engineering Group Inc.	Engineering, Environmental, PI	No
Point Engineers, LLC	Engineering	No
TYPSA, Inc.	Environmental	No

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

SUBCONSULTANT(S) TABLE:

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

SUBCONSULTANT FIRM NAME:	Ethos Engineering, LLC
CONTACT PERSON:	Daniel Frechette
E-MAIL ADDRESS:	dfrechette@ethosengineers.com
TITLE:	Principal
ADDRESS:	9180 South Kyrene Road
	STE 104
CITY, STATE ZIP:	Tempe, AZ 85284
TELEPHONE:	480.326.8487
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	QQGVC86EHVA5

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

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



SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	Jacobs Engineering Group Inc.
CONTACT PERSON:	Troy Sieglitz, PE
E-MAIL ADDRESS:	troy.sieglitz@jacobs.com
TITLE:	Principal-in-Charge
ADDRESS:	1501 W Fountainhead Parkway
	STE 401
CITY, STATE ZIP:	Tempe, AZ 85282
TELEPHONE:	480.966.8188
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	VBXLMKKVC5C5

SUBCONSULTANT FIRM NAME:	Point Engineers, LLC
CONTACT PERSON:	Brian Riley
E-MAIL ADDRESS:	briley@pointengineers.com
TITLE:	Vice President
ADDRESS:	7600 N 16th Street
	STE 202
CITY, STATE ZIP:	Phoenix, AZ 85020
TELEPHONE:	602.430.0694
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	VK5BKQCMCS69

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

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



SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	TYPSA, Inc.
CONTACT PERSON:	Michael Shirley
E-MAIL ADDRESS:	mshirley@typsa.com
TITLE:	Senior Vice President
ADDRESS:	501 N 44th Street
	STE 300
CITY, STATE ZIP:	Phoenix, AZ 85008
TELEPHONE:	602.454.0402
FAX NUMBER:	602.454.0403
UNIQUE ENTITY ID #:	F8UEAZAM19A3

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.



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

July 1, 2026

Date

Karen Hobbs, PE

Printed Name

Project Principal

Title

SOQ SUBMITTAL CHECKLIST

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

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