Jacobs **Challenging today. Reinventing tomorrow.**

Jacobs Engineering Group Inc. (Jacobs)
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Tempe, AZ 85282
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September 30, 2026

Arizona Department of Transportation (ADOT), Engineering Consultants Section
205 S. 17th Ave., Mail Drop 616E, Phoenix, AZ 85007
Submitted electronically to ECSSOQ@azdot.gov by 2:00 pm (AZ Time)

RE: Statement of Qualifications – Scenic Boulevard – Highway 91 to Elbow Canyon Road (2027-004)

Dear Bharat Kandel and Members of the Selection Committee,

Scenic Boulevard is the primary north-south connection through a growing community of Scenic, AZ in Mohave County, **yet pedestrians and bicyclists currently share a two-lane corridor with vehicular traffic with no paved shoulders, making it unsafe as a multimodal transportation option.** The approximately 4.1-mile Scenic Community Multi-Use Path (MUP) will create the community's first dedicated nonmotorized corridor, separating users from vehicular traffic, improving safety and comfort, and strengthening the connection between Highway 91 and Elbow Canyon Road. Without it, conflicts between cars and pedestrian users will remain as travel demand grows. Turning this long-awaited investment into a buildable project will require disciplined decisions on the typical section(s); early resolution of drainage, earthwork, utilities, environmental requirements; and coordinating clearances within ADOT's 12 month design schedule. **We can make this goal a reality!**

Jacobs is well positioned to step in due to our existing project knowledge, ADOT delivery experience, and the technical expertise to move quickly from concept to a bid-ready design. We have already supported ADOT MPD and Mohave County in refining the project's Transportation Alternatives Grant Program (TA) application and construction budget, **giving our team valuable familiarity with the corridor, funding framework, the community and stakeholders, and project priorities before design begins.** Berwyn Wilbrink, PE, will serve as our Project (Contract) Manager, bringing firsthand knowledge of ADOT's processes, review expectations, Workfront scheduling, and decision-making gained through his role as a Supplemental Project Manager within ADOT's Project Management Group. Combined with our multidisciplinary MUP, drainage, environmental, utility, geotechnical, and PS&E capabilities, our team is ready to **Partner**, **Plan**, and **Perform** from day one.

Partner: *Collaborate to achieve consensus on the scope and goals*

Berwyn will facilitate partnering by:

- ✓ Aligning ADOT, Mohave County, FHWA, utilities, and key stakeholders early on the MUP typical section, bridge approaches, drainage crossings, access, and design criteria,results in accelerating decisions, reducing redesign, and protecting the schedule from avoidable delays.

Plan: *Set the foundation for success by developing a holistic plan*

Berwyn will lead the team in a holistic approach by:

- ✓ Planning around corridor constraints with practical, budget-conscious solutions that maintain drainage patterns, balance earthwork, minimize ROW and utility impacts, and address geotechnical and pavement needs, reducing downstream changes and helping keep the project buildable, affordable, and on schedule.

Perform: *Drive the process to meet your delivery goals*

Berwyn will drive schedule and process by:

- ✓ Maintaining disciplined delivery controls through a Workfront-based schedule, active risk register, over-the-shoulder (OTS) reviews, constructability and MOT workshops, and coordinated clearance tracking will allow us to address issues early, accelerate reviews, and keep decisions, deliverables, and the schedule on track.

Our team is ready to finish what we started, carrying forward the project knowledge and momentum already built with ADOT and Mohave County into final design. Berwyn's ADOT project management experience, Troy Sieglitz's principal oversight, Kim Wheeler's multimodal and ADA expertise, Jordan Kurlin's ADOT production experience, Allen Barakovic's traffic and MOT leadership, and our full roadway, drainage, environmental, geotechnical, survey, and mapping capabilities give ADOT a team prepared to move efficiently from early project development through bid-ready PS&E. With AeroTech (DBE) and ETHOS (DBE) providing additional continuity, we will build on the work already completed, resolve issues early, and **deliver the Scenic Boulevard Multi-Use Path the community has been waiting for.**

- ✓ On behalf of our entire team, Jacobs formally expresses our interest in being selected for this project.
- ✓ We will fully commit our key personnel to the extent necessary to meet ADOT's quality and schedule expectations.
- ✓ We hereby acknowledge receipt of Amendment No. 1.
- ✓ Jacobs is not a DBE.

Sincerely,
Jacobs



Troy Sieglitz, PE (AZ PE #: 41722)
Principal & Authorized Signatory
troy.sieglitz@jacobs.com / 602.708.3450 (c)



Berwyn Wilbrink, PE (AZ PE #: 25339)
Project (Contract) Manager
berwyn.wilbrink@jacobs.com / 602.530.1661 (c)

SOQ Proposal Certifications Form

Engineering Consultants Section
SOQ Proposal Certifications Form

Contract #: 2027-004 Consultant Name: Jacobs Engineering Group Inc. (Jacobs)

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: Troy Sieglitz, PE Title: Project Principal & Authorized Signatory

Signature: Date: 9/10/2026

Revised 2/11/2022

Participation in Boycott of Israel – Consultant Certification Form

ARIZONA DEPARTMENT OF TRANSPORTATION
ENGINEERING CONSULTANTS SECTION
PARTICIPATION IN BOYCOTT OF ISRAEL - CONSULTANT CERTIFICATION FORM
ADOT ECS Contract No.: 2027-004

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.

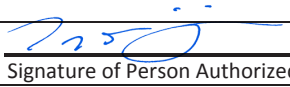
The certification below does not include boycotts prohibited by 50 United States Code Section 4842 or a regulation issued pursuant to that section. *See* A.R.S. §35-393.03.

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.

Jacobs Company Name	 Signature of Person Authorized to Sign
1501 W. Fountainhead Pkwy, Suite 401 Address	Troy Sieglitz, PE Printed Name
Tempe, AZ 85282 City State Zip	Project Principal & Authorized Signatory 9/10/2026 Title Date

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

Forced Labor of Ethnic Uyghurs Ban – Consultant Certification Form

ARIZONA DEPARTMENT OF TRANSPORTATION

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.

Jacobs Company Name	 Signature of Person Authorized to Sign
1501 W. Fountainhead Pkwy, Suite 401 Address	Troy Sieglitz, PE Printed Name
Tempe, AZ 85282 City State Zip	Project Principal & Authorized Signatory Title

ADOT ECS Contract No: 2027-004

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

C-1. Project Understanding and Approach

Background and Understanding

Scenic Boulevard is the primary north-south route through Scenic, AZ, a growing close-knit community with significant bicycle and pedestrian activity, but no paved shoulders or dedicated multimodal facility. The proposed 4.1-mile MUP will create the community's first dedicated nonmotorized corridor, connecting Highway 91 to Elbow Canyon Road while separating users from vehicular traffic and improving safety, comfort, and mobility. **With approximately 1,000 pedestrian and bicycle trips generated daily in the greater Scenic area and documented crashes along Scenic Boulevard, this project is an important investment in both today's users and the community's continued growth.**

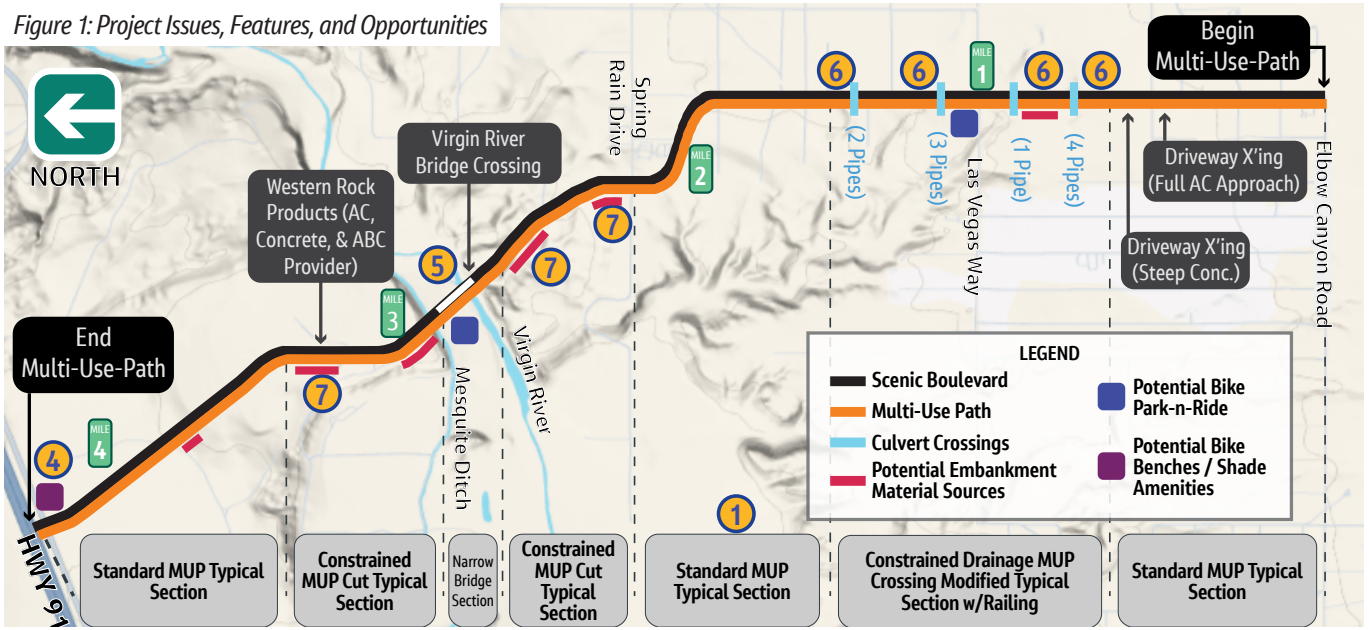
Advancing the Scenic Boulevard MUP to bid-ready PS&E will require more than simply designing a path. The team must apply ADOT and FHWA criteria while making practical use of available funding, tying into the existing Virgin River Bridge (VRB) without modifying the structure, addressing drainage and earthwork efficiently, managing geotechnical and pavement needs, and coordinating environmental, utility, and ROW clearances within the schedule. The environmental setting adds another layer of complexity, including biological, cultural, and potential Clean Water Act (CWA) considerations near the Virgin River.

VALUE ADDED OPPORTUNITY – Leverage our Unmatched Corridor History to Streamline Project Delivery:

Led by Berwyn Wilbrink, PE, the Jacobs team supported ADOT MPD and Mohave County as trusted advisors during development of the TA grant application and construction budget. **With those preliminary efforts leading to fully funding these safety improvements, our team is ready to seamlessly transition to final design.**

Berwyn and our team have leveraged their firsthand project knowledge to identify the corridor's key issues, features, and opportunities in *Figure 1*, along with a focused Jacobs approach for addressing each. With established project knowledge, local insight, and the multidisciplinary technical depth to resolve these issues early, **our team is excited to finish what we started and turn the MUP from a funded vision into a buildable reality for the Scenic community.**

Figure 1: Project Issues, Features, and Opportunities



Issue	Jacobs' Solution
1 MUP Typical Section meeting both ADIT and FHWA Design Standards	✓ Develop project-specific typical sections (see *Figure 2,* pg. 6) informed by the County's Scoping Report and Jacobs' experience delivering MUPs for similar communities. Each section will meet ADOT RDG and FHWA requirements, documenting consensus in Design Decision Documents.
2 Improvements must be completed within program $7.76M construction budget	✓ Maintain Engineers' Estimate of Probable Cost from onset through Final Design. ✓ Engage ADOT C&S at Stage III (60%) to review and reach agreement on unit prices, reducing the risk of cost surprises, rework, and schedule delays when the Final Estimate Recap is prepared at Stage V.
3 Improvements must fit within existing County ROW	✓ Existing cut slopes extend to the existing ROW limits. ▪ Incorporate curb to avoid wide drainage swales. ▪ Work with geotech to determine maximum stable slopes for existing slope materials.
4 Connectivity to Mesquite, NV and St. George, UT Communities	✓ **WE HEARD YOU**: Formalize a Bike-n-Ride facility at the intersection of Highway 91 and Scenic Boulevard. Mohave County desires benches, bike racks, and shade structures to support users to connect with other commuters to travel to adjacent communities.
5 No changes to existing Virgin River Bridge	✓ MUP will be reduced to fit with the existing bridge sidewalk. To maximize safety, solar LED markers on the edge of the sidewalk will alert both MUP users and drivers of the edge of the MUP path.
6 No extension of existing pipe culvert structures	✓ Existing culverts extend to the available ROW and maintain a riprap outfall. The MUP full-width can be maintained if the path is constructed on soil cement, and the backslope revised to match the existing toe of the existing drainage crossing (see *Figure 7,* pg. 8).
7 Balanced earthwork stabilized cut slope	✓ Earthwork will be balanced along the corridor by reusing suitable material excavated from the MUP path, shoulders, and adjacent roadway cut slopes to build path embankments where needed. This approach can reduce the need to import fill and support a cost-effective design.

Major Tasks & Special Issues

The tasks and special issues must be executed efficiently to meet the schedule. Special issues are shown in *Figure 1: Project Issues, Features, and Opportunities* (pg. 5), as well as throughout our approach.

Special Issues

- **Stakeholder Engagement/Concurrence**: Although a simple shoulder widening may appear adequate, it could expose the County to potential risks if the design does not meet applicable standards. **Gaining concurrence on the MUP width, offset from the roadway, crossing over drainage structures, and maintaining user protection from the road** are all key design issues that will be addressed from the onset, as well as meet all agency design requirements.
- **Constrained Construction Budget:** The TA Grant provides the County with both design and construction funds. While the County is providing a match, they do not have additional funds should this project exceed the budget. **The project must fit within the programmed budget, so mitigating scope creep will be essential.**
- **Contracts & Specifications (C&S) Buy-in:** To reduce the potential for unit price disputes as we prepare for advertisement, **buy-in from C&S on unit prices will be pursued at Stage III (60%)**. Any budget concerns will result in restrictions to optional construction elements
- **Clearances:** Securing ROW, Utility, and NEPA clearances is critical to maintaining schedule and funding eligibility. **We will proactively coordinate all clearance documentation in parallel with design so all approvals are in place and ready for issuance by the Stage IV (95%) submittal.**

Major Tasks

- **PMG Support:** Workfront will be used for scheduling, document retention, and submittal reviews (proofing).
- **Design Workshop:** To avoid scope creep, a Design Workshop will be held **to gain stakeholder consensus on key design elements that effect project costs.** Major issues to be evaluated include MUP Typical Section, drainage crossings, and ROW constraints. The MUP must transition to the existing sidewalk at the bridge, requiring a narrowed section. While the narrow path over the bridge is acceptable to the County, modifying the barrier configuration at the approaches is not practical. The existing graded shoulders are narrower over the drainage structures. Different typical sections incorporating barrier railing, slope paving, and even retaining walls will be considered. However, due to the ROW constraints, no culverts will be extended.
- **Earthwork Report:** Through much of the corridor, the MUP will require fill material in some of the deeper fill sections. Excavation will need to keep slopes within the ROW, maintain the drainage swales, and avoid long-term erosion.
- **Geotechnical Analysis/Report:** While the scoping efforts did not anticipate a geotechnical report, construction risks associated with existing compaction, earthwork factors, and the need for a pavement design necessitate geotechnical support.
- **Materials Design Report (MDR):** Jacobs will coordinate with ADOT Materials to provide a project MDR for the MUP and any other paving requirements.
- **PS&E Development:** Stage II (30%) roll plot and Design Decision Memo will accompany the initial submittal. Stage III (60%), IV (95%), and V (100%) will follow ADOT Development (***OpenRoads***) and submittal requirements.

VALUE ADDED OPPORTUNITY – Digital Delivery: Berwyn has been trusted to pilot ADOT's first digital-delivery project. We have direct, hands-on experience with the ProjectWise platform. If requested, we can seamlessly use ADOT's ProjectWise on this project from day one.

Technical Elements & Project Approach

Roadway Design

Issue – Resolution of Roadway/MUP Typical Section: *The initial path concept adjacent to the travel lanes is not compliant with ADOT or FHWA Design Standards.*

☑**Jacobs' Solution:** The 4.1-mile-long corridor will require multiple typical sections to match the constraints. The primary section will be resolved between Mohave County and ADOT. **We have developed MUP alternatives based on our preliminary investigation.** These, shown below in *Figure 2*, and others will be discussed in our County/ADOT Design Criteria Meeting.

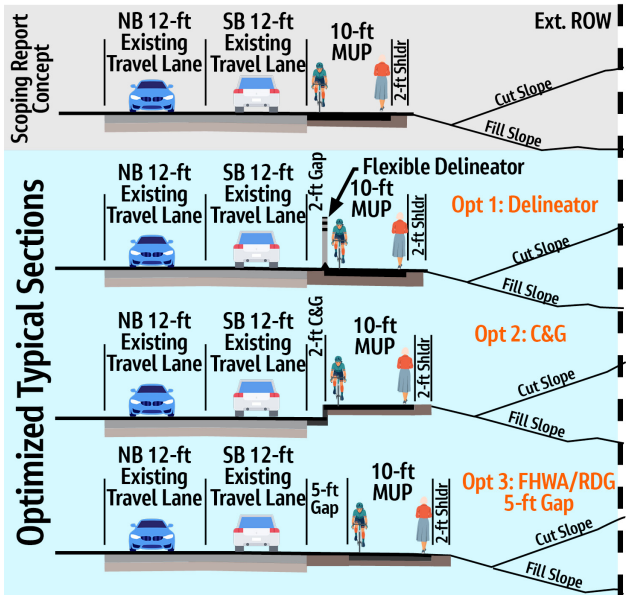


Figure 2: Typical sections for consideration

Institutional Elements

From our delivery of both ADOT and Local Public Agency (LPA) projects, we have identified several strategies for executing and fine-tuning the institutional processes needed to deliver this project on-time:

Project Initiation & Consensus Building: We will host a kick-off meeting and site visit with ADOT and the County to document roles and responsibilities. Together, we will develop a risk register to support internal PMG huddles and monthly progress meetings.

▶**VALUE ADDED –** We recommend an early MUP design/section workshop to gain consensus on the MUP section, design criteria, and design components. Early Consensus and documenting agreed-to priorities and solutions will mitigate potential scope creep.

Plan & Report Reviews: Workfront will be used for all submittals. We will work with Trent Kelso to gain consensus on expedited reviews. Visualizations and over-the-shoulder (OTS) reviews will clarify design details, but stakeholders understanding and resolve comments early.

Design Standards: Mohave County desires a simple shoulder widening for the MUP. This is in conflict with the ADOT RDG, AASHTO Guide for Bicycle Facilities, and FHWA Rural Multimodal Networks Guide. As a County-maintained facility, a compromise implementing performance-based-practical-design (PBPD) strategies to meet both project scope and funding constraints is proposed to keep the MUP as close as possible to the Corridor roadway prism.

Public Involvement: We will support ADOT and the County by providing supporting information and presentation materials for public information meetings and answering technical questions.

Virgin River/FEMA Floodplain: No work is proposed under or within the floodplain of the VRB. This will avoid any lengthy FEMA coordination or costly river modeling. Roadway approaches will be modified to accommodate the MUP, but no structural changes to the bridge are being proposed.

Clearances (ROW, Utility, & Environmental): We will actively coordinate and prepare documentation, so that all clearances are issued on schedule. As construction funding is already secured, the CE will be completed and ready for signature with Stage III (60%). All clearances will be ready to be issued with the Stage IV (95%) submittal.

Constructability & Maintenance-of-Traffic (MOT) Workshop: Prior to Stage III (60%), we will partner with the NC District to gain consensus on the construction schedule and sequencing. We will also facilitate a hand-off meeting with the District and RE at Stage IV (95%).

C&S Coordination: We recommend an initial meeting be held with C&S to brief them on the scope, schedule, and review expectations. Two weeks prior to formal submittals, we will host OTS reviews to gain consensus on the design concepts.

Stage IV and V Submittals: The Stage IV (95%) submittal will be complete, avoiding re-submittals and delays caused by numerous back-and-forth iterations with C&S. Upon confirmation that 95% comments were addressed, our PS&E will be sealed and bid-ready for construction advertisement to meet funding timelines.

Because pedestrians and bicyclists will share the two-way MUP alongside a 45-mph rural highway, the path needs physical separation from vehicle traffic. ADOT, AASHTO, and FHWA recommend a minimum 5-foot buffer; where the available width cannot accommodate it, a crash-tested barrier may be needed. Painted buffers and flexible delineators can make the path more visible to drivers, but they won't stop an errant vehicle. We'll evaluate a practical design that follows applicable guidance, fits within the available ROW, and provides meaningful protection for path users. A similar approach was used successfully on a peer project in Las Cruces, New Mexico, nearly identical to this project:



Figure 3: Las Cruces Peer Project with the same typical section Jacobs is proposing for the Scenic MUP

Earthwork Balance/Slopes

Issue – Earthwork Balance During Construction: *Poor cut-and-fill balance may increase earthwork costs and strain the budget.*

☑Jacobs' Solution: *Figure 1* (pg. 5) identifies six locations where the roadway prism cuts into adjacent terrain. By shifting these cuts back, we can create space for the MUP and drainage swale while maintaining stable slopes within the available ROW. **Reusing suitable excavated material as fill in nearby ravine sections will help balance earthwork, reduce imported material, and reduce construction costs.**

VALUE ADDED OPPORTUNITY: Western Rock Products owns the Hughes Pit adjacent to Scenic Boulevard near MP 3.1 (shown in *Figure 1*, pg. 5), the project will benefit from the proximity to this construction materials provider.

Virgin River Bridge Crossing

Issue – Avoid any impacts to the VRB: *If the MUP cannot transition to the existing 5-foot bridge sidewalks seamlessly, bridge modifications may be required, affecting the project's scope and cost.*

☑Jacobs' Solution: The bridge itself needs no modifications. We'll replace the approach ramps at both ends to provide ADA-compliant grades, extending them to achieve a smoother 4% approach while retaining the existing guardrails. **Keeping the guardrails in place avoids the cost of a new bridge barrier, which is not included in the current project funding.**

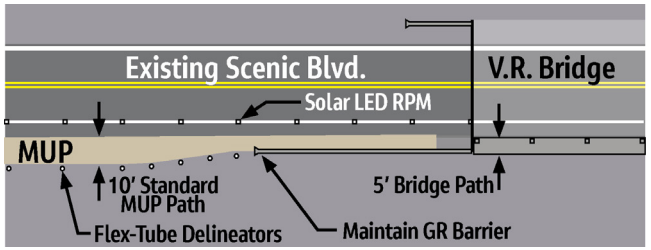


Figure 4: Virgin River Bridge approach

As the MUP narrows toward the VRB, we'll use gradual tapers and add delineators along the outside edge to alert users, as shown in *Figure 4* above. Solar-powered LED markers (shown right) along the inside edge of the bridge sidewalk will identify the drop to the bridge deck and provide subtle path lighting.



VALUE ADDED OPPORTUNITY: In discussions with ***Steve Latowski, Mohave County Engineer and Public Works Director,*** it may be beneficial to install the LED raised pavement markers throughout the MUP on the edge of the travel lane, outside of the bridge restrictions. This is a minor cost (estimated to be $50k or only 0.6% of the programmed construction budget), but would provide significant safety benefits to the users with virtually no added maintenance costs to the County.

Maintenance of Traffic (MOT)

Issue – MOT During Construction: *If MUP work requires restricting local traffic, residents may face delays, though most construction can remain outside the existing roadway.*

☑Jacobs' Solution: With most of the MUP located at least 4 feet west of the existing pavement edge, the contractor can construct the path behind a barrier, separating work activities from traffic and maintaining local access. Work at the VRB approaches and four culvert overflow crossings may require temporary traffic control. For the short-duration VRB approach work, nearby County streets provide detour options with minimal travel delay. Jacobs will coordinate with ADOT's Northcentral District to de**termine whether contractor-developed lump-sum traffic control or traditional MOT plans best fit the project.** The typical section shown in *Figure 5* can be used along most of the corridor.

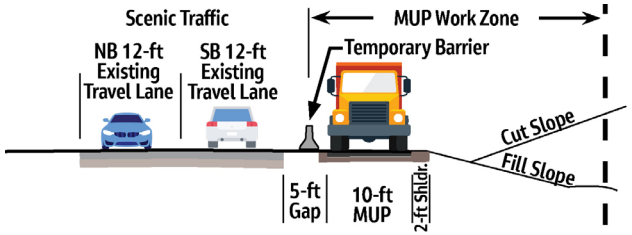


Figure 5: Work zone separation from traffic

MUP Amenities

Issue – Intermodal Connectivity: *Without budget-conscious, constructable parking and rest amenities, fewer travelers may use the MUP, reducing the value of the project investment.*

☑Jacobs' Solution: Scenic has a high number of pedestrians and cyclists, and the MUP will bring more users together along the corridor. Safe, convenient places to rest, park bicycles, and connect with other modes will help support these trips. Enhanced amenities, including benches, bike racks, and shade structures, will create gathering points where commuters can safely meet ridesharing partners or wait for pickup. **These connections will support access to Mesquite, NV and St. George, UT, another major employment center for local residents.**

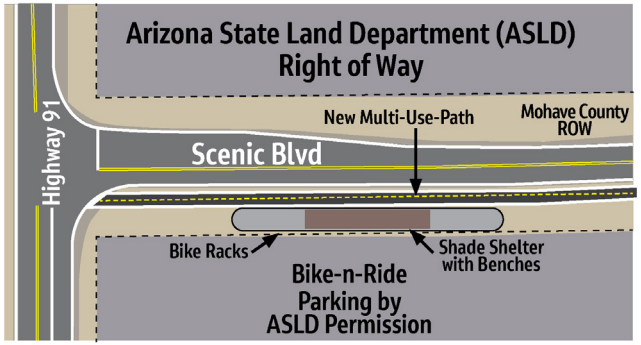


Figure 6: Potential Bike-n-Ride concept

As shown in *Figure 6*, **all of the concrete pads, benches, racks, and structures will be constructed entirely within the Mohave County ROW.** Commuters today park on ASLD land to consolidate riders into vehicles headed to adjacent communities. The county will not need to acquire additional ROW. ASLD welcomes public use of their land while the property is vacant.

Jacobs has designed many similar shared-use Park-N-Ride (PNR) facilities across Arizona, including Phoenix, Tucson parks programs, Valley Metro, as well as many National Parks across the Western United States.

Drainage Design

Issue – Drainage structures cannot be extended and still fit the MUP within ROW constrained crossings: *Extending culverts may exceed available ROW and funding, forcing changes to the MUP alignment.*

☑Jacobs' Solution: We have field-verified each culvert crossing. For these crossings alone, the shoulder is paved, and the balance of the slope is protected by a shotcrete/concrete paved surface to the ends of the culverts.

These crossings require that the MUP typical section be modified as shown in *Figure 7.* Options to be considered include:

- The shoulder will be paved between the traveled way and the MUP. When heavy runoff events result in flows crossing over the roadway, the gap cannot remain as gravel.
- The gap will be striped with cross-hatching and raised flexible delineators. As this condition occurs where the ROW is constrained and a crash-worthy barrier cannot fit, the exception of using **the combination of hatching and delineators is acceptable per FHWA Standards.**

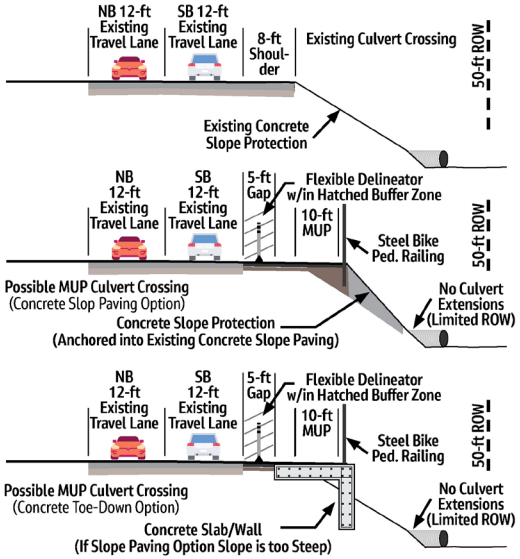


Figure 7: MUP culvert crossing options

Issue – Stormwater Erosion: *Uncontrolled roadside ditch erosion could undermine or damage the MUP.*

☑Jacobs' Solution: Where steeper ditch grades exist next to the MUP, either riprap check dams will be added to stabilize the new ditch, or riprap ditch lining will be placed. We will also evaluate if the outside of the MUP requires a cutoff wall to prevent lateral undermining in the steeper reaches.

Clearances: Environmental, ROW, and Utilities

Issue – Clearances: *Delayed, incomplete or use of conditional clearances may affect the project schedule and construction funding.*

☑Jacobs' Solution – Environmental Clearance: Environmental clearance is a critical-path activity. **Jacobs' environmental team has delivered hundreds of Categorical Exclusions (CEs), giving us the experience to advance this clearance efficiently.** Soon after NTP, we'll define the full project footprint, including staging and stockpile areas, utility relocations, TCEs, and any new ROW, so technical staff can mobilize promptly. We'll complete the geotechnical boring and access plan during the first month, prioritizing unsurveyed areas; field monitoring during geotechnical work may also help advance survey efforts. We'll schedule the Biological Evaluation, cultural survey and consultation, and hazardous materials investigations early. Borings in the river or Mesquite Ditch may require a Section 404 permit. **We'll secure any required right-of-entry documents before fieldwork to keep technical studies on schedule.**

☑Jacobs' Solution – ROW Clearance: This project requires that all work is completed within the existing ROW. While all of the new MUP features including any earthwork slopes will be within the 50-foot Mohave County ROW, some driveways within MP 0.0 to 1.5 may require TCE's to tie the existing driveway grades to match the new MUP. A typical driveway is shown in *Figure 8* below. **Our team will work closely with both ADOT ROW and the County to assist in securing any necessary easements.**



Figure 8: The Trinidad Church and adjacent Hawk Academy have fully paved driveways where the driveway profiles may require TCE's adjacent to the ROW line

☑Jacobs' Solution: Utility Clearance: We understand that early coordination with utility providers is key to a clearance being issued on time. There are five utility providers with facilities within the project limits. **No relocations are anticipated as all work is on surface and matching existing grade**. However, we will verify that the buried communication lines are not interfering with new slope cuts. Should a utility be identified within the alignment, we will design to avoid a conflict. All utilities will be identified and their prior rights eligibility resolved at Stage II (30%). **We will prepare utility clearance letters, and the utility report, and we will lead coordination meetings to deliver the Utility Clearance with the Stage IV (95%).**

Construction Budget/Limited Funding

Issue – Limited Funding: *Enhancements beyond the widened shoulder may exceed the grant budget and constrain project scope.*

☑Jacobs' Solution: While the construction funding is established, the initial scoping was based on a widened shoulder. All enhancements and changes must fit within the grant budget. From the onset of the project through the delivery of the Stage V plans, Jacobs will update the Engineering Estimate of Probable Cost. **All of Jacobs' proposed improvements fit within the programmed budget, including the enhancement elements.**

ITEM DESCRIPTION	UNIT	QUANT.	UNIT PRICE	AMOUNT
CLEARING AND GRUBBING	ACRE	12	$ 5,000	$ 60,000
REMOVAL OF AC PAVEMENT	SQ.YD.	600	$ 25	$ 15,000
ROADWAY EXCAVATION	CU.YD.	12,000	$ 50	$ 600,000
AGGREGATE BASE, CLASS 2	CU.YD.	5,612	$ 125	$ 701,600
ASPHALTIC CONCRETE (MISC. Struct.)	TON	5,000	$ 190	$ 950,000
DRAINAGE CROSSING SOIL CEMENT	CU.YD.	500	$ 1,200	$ 600,000
PROTECTIVE RAILING	L.FT.	1,000	$ 150	$ 150,000
WATERBORNE-TYPE II MARKING (WHITE)	L.FT.	32,000	$ 1	$ 32,000
WATERBORNE-TYPE II MARKING (YELLOW)	L.FT.	7,000	$ 1	$ 7,000
CONCRETE SIDEWALK (MAG DET. 230)	SQ.FT.	2,800	$ 20	$ 56,000
CONCRETE SIDEWALK RAMP	SQ.FT.	120	$ 50	$ 6,000
SHADE STRUCTURE	EACH	1	$ 100,000	$ 100,000
BENCH	EACH	5	$ 1,000	$ 5,000
BIKE RACK	EACH	5	$ 1,000	$ 5,000
RIPRAP (DUMPED)	CU.YD.	1,200	$ 300	$ 360,000
CONSTRUCTION SUBTOTAL (SUBTOTAL A + B):				$ 3,647,600
CONSTRUCTION CONTINGENCY:			**25%**	$ 911,900
SUBTOTAL (CONSTRUCTION):				$ 4,560,000
MOBILIZATION			12%	$ 548,000
TRAFFIC CONTROL			5%	$ 228,000
CONTRACTOR QUALITY CONTROL			5%	$ 228,000
CONSTRUCTION SURVEY / LAYOUT			2%	$ 92,000
EROSION CONTROL			4%	$ 183,000
TOTAL (CONSTRUCTION):				$ 5,839,000
CONSTRUCTION ENGINEERING			18.0%	$ 1,052,000
POST DESIGN SERVICES			0.6%	$ 36,000
CONSTRUCTION CONTINGENCY			5%	$ 292,000
TOTAL CONSTRUCTION COST:				**$ 7,219,000**
3% / Year for two years				6.09%
FY '28 Cost:				**$ 7,720,000**

Figure 9: Current program budget

The current cost of the project, with all contingencies and below the line items is $7,720,000. The project is within the programmed amount even when accounting for the County-requested amenities and 2 years of cost escalation.

C-2. Project Risks and Schedule

Schedule Delivery is a PLANNED Achievement: We have developed a comprehensive framework (see *Figure 10*) for expeditiously resolving the MUP typical section, submitting the Stage II (30%) roll plot following a stakeholder MUP workshop, and delivering clearances and sealed plans within 12 months, while mitigating key risks. Our critical-path schedule captures the duration and functional relationships of each major task and event.

Strategies to AVOID or MITIGATE Slippage: We know this is a schedule-driven project to meet the grant obligations. To keep the project on schedule, progress meetings will be working sessions with key decision-makers in the room to resolve issues and move forward. Berwyn will employ the ***PARTNER***, ***PLAN***, and ***PERFORM*** strategies described to the right to ***AVOID*** or ***MITIGATE*** schedule slippage.

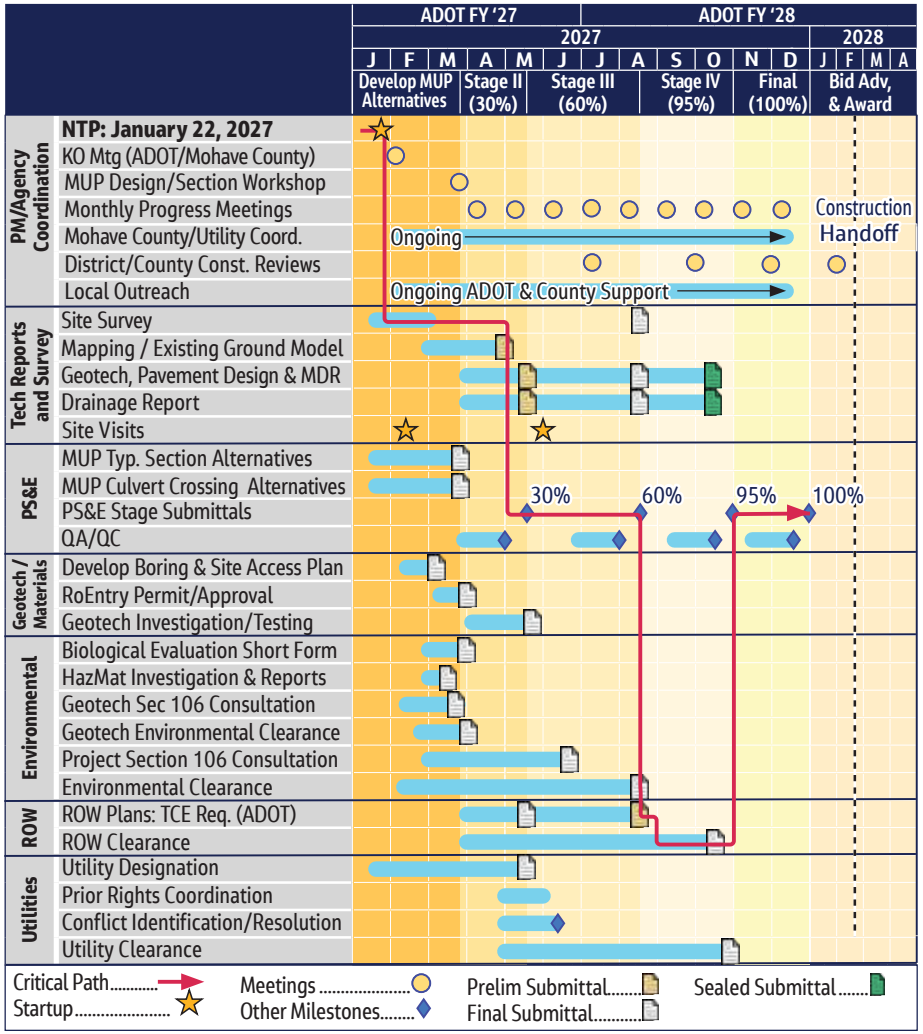


Figure 10: Project Schedule: Leveraging Berwyn's ADOT delivery experience to deliver on time.

PARTNER

- ✓ Conduct a partnering/workshop session to gain concurrence on roles/responsibilities and goals.
- ✓ Host discipline-specific meetings with ADOT technical staff to determine priorities.
- ✓ Hold 1-on-1 meetings with Mohave County stakeholders to address concerns.
- ✓ Establish a corrective action plan with ADOT, measuring against interim milestones.

PLAN

- ✓ Develop a robust charter/work plan that defines lines of communication/responsibilities.
- ✓ Share the root issue with the team (correct the problem openly, do not attempt to mask it).
- ✓ Address technical challenges by engaging specialized experts to inform solutions.

PERFORM

- ✓ Evaluate the critical-path schedule from a look-ahead perspective.
- ✓ Maintain risk register, track progress against the schedule, and review at progress meetings.
- ✓ Reinforce the use of our QA/QC process (include subs) to avoid rework through accountability.
- ✓ Assign additional resources from our pool of local talent or from our subconsultants.

MAINTAINING THE CRITICAL-PATH SCHEDULE THROUGH QUALITY

Process Integrity: ISO-compliant procedures designed to make your reviews easier, comprised of a system of checks, back-checks, and verification with feedback loops.

Incorporating Quality Compliance into the Schedule: As shown in our proposed schedule, we have included time for quality reviews, including subconsultant reviews, prior to submittals.

Performance: We have successfully used our quality process on similar projects, as shown on the following page.

Init. Risk	Potential Risk Event (Real or Perceived)	Jacobs' Approach/ Mitigation Strategies	Final Risk
H	**Limited Construction Funds:** Solutions that exceed the available funding trigger redesign, cause delays, and jeopardize constructability.	▪ Right-size the scope to match the construction budget. ▪ Coordinate early with County/ADOT to align scope with available funding, prioritize essential improvements, and advance practical, fundable, constructible solutions.	M
H	**Price Escalation of Construction Costs:** Recent economic/trade climate and high inflation may increase costs of materials and labor.	▪ Leverage our proven history of providing accurate cost estimates considering year of expenditure and inflation. ▪ Complete comprehensive value analysis. ▪ Adjust scope and prioritize critical scope elements.	M
H	**Constrained MUP Separation:** Limited corridor width constrains MUP separation, requiring context-sensitive barriers to protect users.	▪ Confirm typical sections early with County/ADOT based on available ROW, roadway offset, and site constraints. ▪ Apply separation treatments meeting ADOT/AASHTO/FHWA guidance while protecting users in constrained areas.	L
M	**MOT for VRB Approaches:** VRB approach construction could temporarily restrict traffic and local access without careful sequencing.	▪ Keep MUP construction outside the roadway to maintain normal traffic operations along most of the corridor. ▪ Phase VRB approach work around available street detours to minimize closures, delays, and impacts to local access.	L
H	**Stakeholder Consensus:** Failure to gain consensus on final scope elements leads to scope creep resulting in schedule delays.	▪ Develop the Scoping Letter with County/ADOT consensus on MUP width, offset, drainage crossings, and user protection. ▪ Use chartering to lock scope early, confirm project elements, and establish a reliable basis for cost/schedule.	L
H	**Constrained Drainage Crossings:** ROW constrained culvert crossings could create drainage conflicts, erosion risks, and costly redesign.	▪ Refine MUP typical sections at each crossing to maintain existing conveyance without extending culverts. ▪ Stabilize drainage early with paving, riprap, check dams, and cutoff treatments to prevent erosion.	L
H	**Clearance Delays:** Undefined footprint, access, environmental, or utility conflicts delay clearances and downstream design milestones.	▪ Define footprint and access needs at NTP to advance environmental, geotechnical, and ROW work in parallel. ▪ Coordinate early with County/ADOT and utilities to resolve TCEs, prior rights, conflicts, and clearances before Stage IV.	L

Figure 11: Risk Register: We will partner with you to mitigate risk and deliver your goals.

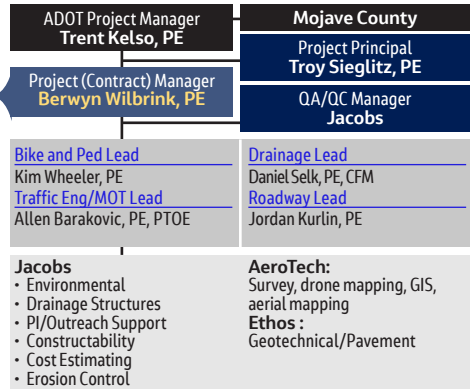
C-3. Project Team Experience & Availability

Berwyn Wilbrink, PE
Project Manager

- ✓ **PARTNER:** Delivers LPA projects as one of your Project Delivery Managers within PMG.
- ✓ **PLAN:** Adheres to your institutional requirements to meet the schedule milestones.
- ✓ **PERFORM:** Leverages experience to develop and deliver innovative MUP solutions.

Berwyn's knowledge and stakeholder collaboration on MUP design will allow us to meet the Stage II (30%) submittal on time.

Figure 13: Team Organizational Chart



This team pairs firsthand Scenic Boulevard knowledge with proven MUP expertise, positioning us to resolve corridor challenges early, protect funding, and deliver bid-ready PS&E.

Key Personnel: Leverage Expertise to Mitigate the Project's Risk

Key Personnel	Value to ADOT and Scenic Blvd-Hwy 91 to Elbow Canyon Rd
Berwyn Wilbrink, PE Project (Contract) Manager **Years:** 40 | **PE No.** 25339 **Availability:** 50% **Projects:** ❷❸	✓ Leads complex ADOT projects from initiation through delivery. ✓ Delivers MUPs in national parks, Arizona parks and preserves, and along rural roadways. ✓ Manages County and City LPA and TA projects within tight budgets.
Kim Wheeler, PE Bike and Ped Lead **Years:** 33 | **PE No.** 32837 **Availability:** 75% **Projects:** ❶❸	✓ Delivers municipal and ADOT projects with 33 years of experience. ✓ Leads ADOT LPA delivery, managing compliance and approvals. ✓ Integrates MUPs, trails, roadways, bike lanes, and ADA-compliant facilities into multimodal corridors.
Jordan Kurlin, PE Roadway Lead **Years:** 15 | **PE No.** 61366 **Availability:** 80% **Projects:** ❶	✓ Understands ADOT final design processes with 15 years of experience working for ADOT. ✓ Designs and models ADOT projects, including MUPs. ✓ Designs pedestrian facilities – including ADA sidewalks, ramps, and MUPs – for ADOT and LPAs.
Allen Barakovic, PE, PTOE Traffic Engineer/MOT Lead **Years:** 20 | **PE No.** 51556 **Availability:** 60% **Projects:** ❷❹	✓ Coordinates closely with roadway staff, integrating signing/striping, signals, lighting and ITS with roadway design. ✓ Considers freight and RV turning movements when developing improvement scenarios at TIs, frontage roads, and the impacted local network to inform design decisions.
Daniel Selk, PE, CFM Drainage Lead **Years:** 15 | **PE No.** 61514 **Availability:** 50% **Projects:** ❷❹	✓ Coordinates closely with roadway staff, integrating MUP signing and markings to alert both the driver and pedestrian of oncoming street issues. ✓ Considers street sign/markings for MUP crossing at intersections, commercial driveways, and schools.

Relevant Experience: Applying Best Practices to Achieve your Goals

❶ Gila River Linear Park and Trail Master Plan | ADOT | Prime | $436,000
The Gila River Linear Park and Trail Master Plan established a 4.24-mile regional trail system for Safford and Thatcher, Arizona. **Improvements include ADA-accessible pathways, natural-surface trails, river overlooks, trailheads, amenities, pedestrian bridges**, and an 8th Avenue Bridge underpass. The plan also addressed easements, phasing, engineering considerations, and costs.

❷ Multiple MUPs | Central Federal Lands (CFL) | Prime | $1M
Berwyn developed PS&E packages for eight MUPs for FHWA's Design Branch, CFL in National Parks, such as **four paths** within Yosemite NP, **14 miles of Rails and Trails** in Santa Cruz, CA, Lake Mead National Recreation Area, and the San Diego Wildfire Refuge using FHWA's application of AASHTO's Bicycle Facilities Guide.

❸ South Mountain Trailheads and Trails | City of Phoenix | Prime | $509,482
Our team provided reconstruction services for five parking lots and trailheads to meet new master plan requirements. We developed improvement plans for ramadas, cooled/chilled drinking water, solar lighting, flushable toilets in the bathrooms, staging areas, and other park amenities to **seamlessly blend into the natural environment**.

❹ Stadium Trail Pedestrian Bridge | ADOT & City of Peoria | Prime | $475,647
Stadium Trail, located in the City of Peoria, is a **shared-use path that supports connectivity throughout the city's extensive trail network**. The trail connects the Peoria Sports Complex and P83 entertainment district to surrounding trail segments and community destinations. Stadium Trail – Phase 2 includes approximately 2,000 feet of new trail and a pedestrian bridge over Skunk Creek.

❺ Union Canal Multi-Use Path | ADOT | Prime | $111,752
The project consisted of the design of a 1.8-mile multi-use path in the town of Thatcher along the Union Canal between College Avenue and 8th Street. Scope of work included design of **12-foot-wide asphalt pathway, definition of ROW requirements for construction**, development of geotech report and signing and striping plans, and demolition of removal plans for improvements.





Subconsultants: Continuity Resulting in Delivery Efficiencies

AeroTech:
7 LOCAL STAFF

AeroTech Mapping will provide aerial mapping services through an experienced team of photogrammetric professionals who have completed more than 8,200 projects, including 60 for ADOT. Their four-person local team will provide dedicated support and high-accuracy mapping data for the Scenic Boulevard project. Their ADOT experience includes:

- SR202L South Mountain DB, I-17 from Anthem Way to SR69 Final Design
- I-17/Indian School TI Final Design

Projects: ❷❸

ETHOS (DBE):
22 LOCAL STAFF

Ethos will be providing pavement and geotechnical services, leveraging their staff's experience from completing 300+ geotechnical investigations for ADOT. Their team brings expertise providing geotechnical services for hundreds of bridges and miles of retaining walls. We team with Ethos almost exclusively, yielding delivery efficiencies. Their ADOT experience includes:

- SR303L TIs at 51st Avenue & 43rd Avenue DCR/ Final Design
- SR101L, I-17 to Pima Road GP Lanes DB

Projects: ❶❸❹❺



BERWYN Wilbrink, PE

Project (Contract) Manager

- ☑ Experienced with **all disciplines and districts of ADOT and Mohave County stakeholders** from previous corridor and cross-street designs.
- ☑ **Identifies critical-path risks early.** Enlightens the entire team and finds solutions or mitigates challenges to avoid budget impacts or schedule delays.
- ☑ Successful as both an ADOT PM and the Jacobs PM in delivering TA and LPA projects. **He resolves issues early** to fit program budgets while avoiding scope creep.

Berwyn is a hands-on Project Manager with a proven reputation delivering complex projects for ADOT, FHWA, and Cities and Counties across the state. He brings a record of performance in quickly developing/evaluating design alternatives that become sustainable solutions that fit the context constraints and meet project goals. His project management philosophy is based on constant communication and collaboration with management and key stakeholders; he employs a partnering approach to gain consensus on the project's challenges and pushes back if changes arise that impact project objectives. He is most often requested to lead complex projects due to his knowledge of federal and state agency stakeholders' needs and desires, and how to incorporate those into the designed solutions.

Getting to know Berwyn...

A Mesa native and Mountain View High graduate, Berwyn values community service through his work with the Boy Scouts and his experience developing paths and trails in national parks. He brings that same commitment to Scenic Boulevard, pairing nearly 40 years of transportation experience with a passion for safe, accessible community connections.

Corporate Title
- Vice President, Senior Project Manager

Years Experience
- 40

Years with Jacobs
- 35

Certifications/Registrations
- AZ PE # 25339

Education
- BS, Civil Engineering, Arizona State University

Office Location
- Tempe, AZ

Availability
- 50%

Commitment
- 50%

Current Assignments
- ADOT PDOC Tasks (25%)
- ADOT Supplemental Services PM (15%)
- FHWA Design Tasks (10%)

Relevant Project Experience...*Demonstrating our proven ability to deliver these Scenic Boulevard Improvements*

ADOT Supplemental Project Delivery Manager

ADOT | Statewide, AZ | Project Manager

Project Relevancy
- Multi-use path design
- Agency collaboration on design
- Funded separately (MAG) with limited budget
- Achieving consensus on design standards

Berwyn currently serves ADOT as a Supplemental Project Manager, leading high profile corridor projects with complex technical and stakeholder challenges. He works closely with District staff, partner agencies, and the public to identify risks early, maintain schedule commitments (Workfront), and build consensus. Currently, he is supporting the design of SR 30, a new freeway between SR 303L and SR 202L. In addition to the freeway, the project includes a Multi-Use-Path located along the north ROW. While the alignment is defined by ROW, Berwyn is working with the City of Phoenix and Maricopa County to gain consensus on the typical section, materials, and maintenance responsibilities of the path. The 12 mile path is 16-foot-wide, but to reduce costs, only the 8-foot is concrete, and the balance is aggregate base with a binder used on his National Park projects. The composite section supports cyclists with a hard center surface, and joggers with a surface that is easier on the knees. The entire section is maintainable and meets all safety design guidelines. His resolution of design issues reflects ADOT's continued trust in his leadership.

Monterey – Santa Cruz MUP

FHWA-CFL | Santa Cruz, CA | Project Manager

Project Relevancy
- MUP design adjacent to rural roadway
- Both ped and bike use
- Connecting local features with regional connections
- Consistent with FHWA MUP Guidelinesv

As part of an on-call program, Berwyn led the development of concepts through final design for 14 miles of 10-foot-wide, paved MUP adjacent to Pacific Coast Highway No. 1. The path connects the communities in Santa Cruz with Davenport, providing two major parking lots with restroom facilities, rest areas along the path, access to coastal beaches and surfing sites, and access to BLM offroad trail networks. Project scope included drainage, earthwork balance, environmental clearance, maintenance of traffic, and development of constructable PS&E packages.

ADOT GRANT Technical Reviewer

ADOT | Statewide, AZ | Grant Application Technical Reviewer

Project Relevancy
- Collaboration with Mohave County on MUP
- Multi-use path standards and funding
- Agency collaboration on design
- Achieving consensus on Design SOW

Berwyn currently serves as the technical reviewer of ADOT's Technical Alternatives (TA) and State Match Advantage for Rural Transportation (SMART) Grant programs, responsible for ensuring technical compliance with the grant requirements, SOW sufficiency to achieve the desired project goals, and reviewing sufficiency of the requested funds. Through his efforts, projects for cities, towns, and counties are developed in compliance with federal funding constraints. He has reviewed over 80 applications in two years, including the TA grant awarded to Mohave County for this Scenic MUP project. While the application properly defined the desired MUP project, the requested funding severely underestimated for federally compliant construction efforts. Berwyn coordinates directly with program leads such as Mark Henige of ADOT's LPA Section on project scopes and funding before they ever become formal projects. His identification of application shortfalls helps scope and fund projects appropriately, gaining stakeholder trust in his guidance and leadership.

Yosemite National Park Valley Loop MUP

FHWA-CFL | Yosemite National Park, CA | Project Manager

Project Relevancy
- MUP design adjacent to rural roadway
- Both ped and bike use
- Connecting local features with regional connections
- Consistent with FHWA MUP Guidelines

As part of an on-call program, Berwyn led the development of concepts through final design for 6 miles of 10-foot-wide, paved MUP adjacent to park roads. The path connects campgrounds with visitor centers, scenic attractions, lodging facilities, and parking facilities. Project scope included drainage, earthwork balance, environmental clearance, maintenance of traffic, and development of constructable PS&E packages.

BERWYN Wilbrink, PE

Project (Contract) Manager

"Berwyn's ability to lead a diverse team, made up of ADOT and consultant staff, was paramount to the success of US 93 West Kingman TI project. As Project Manager, Berwyn's implementation of an early design workshop, clear communication, and decision-making kept the project team organized and facilitated the project's delivery. **Berwyn consistently delivers great customer service and timely design solutions to complicated projects.**"

- Virgil C. Coxon, PE – Survey Manager, ADOT I-40/US 95 (West Kingman TI) System Interchange

Relevant Project Experience, continued...

FHWA-CFL Design Tasks throughout Southwest

FHWA-CFL | Southwestern US | Project Manager

Project Relevancy

- MUP Design adjacent to rural roadway
- Both ped and bike use
- Connecting local features with regional connections
- Consistent with FHWA MUP Guidelines

As part of an On-Call program, Berwyn has led the development of concepts through final design on over 100 tasks in the nation's National Parks, National Forests, and Public Lands. The following projects all involved design and construction of Multi-Use Paths adjacent to rural roadways. These projects included drainage, earthwork balance, environmental clearance, maintenance of traffic, and development of constructable PS&E packages.

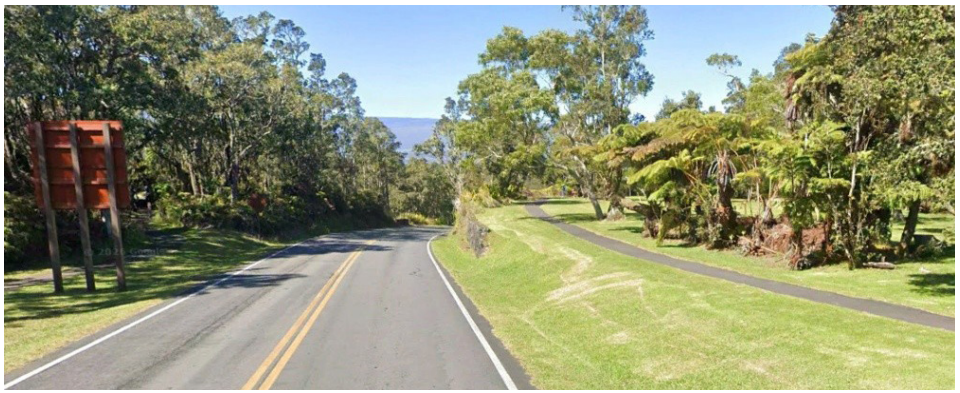
Hawaiian Volcanos National Park Reconstruction and MUP

FHWA-CFL | Hawaii Volcanos National Park, HI | Project Manager

Project Relevancy

- MUP design adjacent to rural roadway
- Both ped and bike use
- Connecting local features with regional connections
- Consistent with FHWA MUP Guidelines

As part of an on-call program, Berwyn led the development of concepts through final design for 4 miles of varying width (6- to 10-foot), paved MUP adjacent to Park Loop Roads. The paths connect the Visitor Center/Parking Facility with lodging, camping, various scenic overlooks, and visitor attractions within the Park. Project scope included drainage, earthwork balance, environmental clearance, maintenance of traffic, and development of constructable PS&E packages.



Tusayan Complete Streets an MUP

ADOT | Tusayan, AZ | Project Manager

Project Relevancy

- ADOT design task
- MUP design adjacent to rural roadway
- Both ped and bike use
- Consistent with RDG and FHWA Guidelines

Berwyn was responsible for the DCR, environmental clearance, and final PS&E for four miles of reconstructed 5-lane highway with meandering adjacent Multi-Use Paths on both sides of the roadway. The MUP avoided trees/native landscaping, crossed multiple facility driveways, complex grading, numerous drainage crossings, and complex traffic control in this link between the Tusayan Airport and the entrance to the Grand Canyon. This project received design, construction, and partnering awards from ADOT/ACEC for working together, meeting the needs of the agency stakeholders, and blending the project in with the National Park gateway setting.

ADOT Projects with Mohave County

ADOT | Mohave County, AZ | Project Manager

Project Relevancy

- Extensive Mohave County roadway experience
- Balances local and regional priorities
- Leads rural roadway design projects
- Manages drainage, earthwork, and clearances
- Develops constructable PS&E packages
- Experience with Virgin River Bridge

Berwyn has led several roadway design projects throughout Mohave County. These projects all required collaboration with the County staff to address local desires with the regional roadways. Projects included:

- US 93: Hoover Dam Bypass
- I-40/US 93 West Kingman Traffic Interchange
- US 95: Bullhead City and Laughlin Roadway Improvements
- US 93: Wikiep to Kingman: Various Roadway Widening Projects
- I-15: Virgin River Bridge, Littlefield, AZ
- I-40: Stockton Hill TI Improvements

Berwyn has led the development of concepts through final design on over ten roadway widening projects throughout Mohave County. These projects all involved design and construction of rural roadways. These projects included drainage, earthwork balance, environmental clearance, maintenance of traffic, and development of constructable PS&E packages.



KIM Wheeler, PE

Bike and Pedestrian Lead

- ☑ Brings more than 33 years of experience **planning, designing, and delivering trail, shared-use path, bicycle, and pedestrian infrastructure projects throughout Arizona**, with a strong understanding of ADOT, federal, and local agency requirements.
- ☑ Integrates trail systems with roadway networks **to create safe, connected, and accessible multimodal transportation solutions that serve diverse users.**
- ☑ Leads multidisciplinary teams through complex stakeholder, agency, and public coordination processes, **building consensus and advancing trail projects from planning and scoping through final design and implementation.**

Getting to know Kim...

Outside of work, Kim enjoys exploring Arizona's outdoors through camping and hiking adventures with her husband, Bobby, and their dogs, Amber and Otto.

Corporate Title
- Senior Transportation Project Manager

Years Experience
- 33

Years with Jacobs
- 2

Certifications/Registrations
- Professional Engineer: AZ PE #32837

Education
- BS, Civil Engineering, Northern Arizona University

Office Location
- Tempe, AZ

Availability
- 75%

Commitment
- 75%

Current Assignments
- ADOT Burnt Well Rest Area Truck Parking Expansion Post Design (5%)
- ADOT Higly Rd.: Warner Rd. to Amber Dr. (10%)
- ADOT Camelback Rd.: 59th Ave. to 83rd Ave. (10%)

Throughout her career, Kim has served as both Transportation Project Manager and Lead Civil Engineer on a wide range of transportation projects, including federally funded projects delivered through ADOT's PDOC program and for self-certified LPAs. She offers more than 33 years of professional experience managing and delivering scoping, preliminary, and final design services for municipal, state, and federally funded transportation projects throughout Arizona. Her technical expertise includes the planning and design of trail and multi-use path systems, bike lanes, ADA-compliant facilities, major arterial roadways and local streets, public parks, and park-and-ride and transit facilities. Kim is highly skilled in coordinating multidisciplinary teams and navigating sensitive public and stakeholder involvement, bringing efficiency and clarity to complex projects.

Relevant Project Experience...*Demonstrating our proven ability to deliver these Scenic Boulevard Improvements*

Indian Bend Wash Path at Chaparral Road

City of Scottsdale | Scottsdale, AZ | Project Manager

Project Relevancy
- Pedestrian underpasses and SUPs
- Safe, grade-separated trail crossings
- CMAQ-funded
- Restored landscapes and controls erosion

This project includes final engineering design for a new pedestrian underpass and associated shared-use path improvements under Chaparral Road just east of Hayden Road providing a safe, grade-separated crossing for pedestrians accessing the Indian Bend Wash Trail system. Federal Congestion Mitigation and Air Quality (CMAQ) program funds will be used for constructing this project. The key design elements included a 14- by 10-foot box structure, new concrete sidewalk and shared-use path, roadway, landscape restoration, lighting, drainage and erosion control, public water line relocation, federal clearances, and non-City utility relocations.

Rio Salado Pathway: 32nd Street to SR 143

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

Project Relevancy
- Assessed and designed pathway
- 12-foot paved SUP
- Designed trailhead amenities and landscaping

This project included a project assessment (PA) and design for improvements to the segment of the Rio Salado Pathway system along the south bank of the Salt River between the 32nd Street alignment and the SR143/Hohokam Freeway (~2.32 miles). The shared-use path (SUP) improvements included designing a 12-foot-wide paved pathway along the top of the south bank of the Salt River with a portion required to ramp into the Salt River floodway to pass below the existing 44th Street and SR143 bridge structures. A detailed hydraulic analysis using HEC RAS was needed to verify the pathway design impacts on the river hydraulics. Extensive coordination with the Flood Control District of Maricopa County (FCDMC) (Construction Permit), US Army Corps of Engineers (404 Permit), Sky Harbor International Airport and the cities of Phoenix and Tempe were essential elements to the success of this project. The project also included a trailhead facility at 40th Street with shade ramadas, benches, and landscaping.

New River Trail: Peoria Avenue Underpass

City of Peoria | Peoria, AZ | Project Manager

Project Relevancy
- 800-foot SUP
- Eliminated ROW acquisition
- CMAQ- and TEA-21 funded
- Integrated existing CSA bank protection

This 800-foot SUP path is part of the New River Trail System and is located on top of the west bank of New River. The new SUP, built adjacent to the existing Cement Soil Alluvium (CSA) bank protection, extends into the New River channel providing safe passage under the Peoria Avenue Bridge. The design resulted in significant cost savings by eliminating the need for any ROW acquisition and expensive underpass and overpass (UP & OP) structures. CMAQ and Transportation Equity Act for the 21st Century (TEA-21) funds were used to assist with the design and construction.

New River Trail: Northern Avenue to Olive Avenue

ADOT | Peoria, AZ | Project Manager

Project Relevancy
- Designed Trail segment
- Developed paving, drainage, and lighting
- Agency and utility coordination

This project included the preliminary and final design for the segment of the New River Trail system from Northern Avenue to Olive Avenue. This project used available CMAQ and Transportation Equity Act for the 21st Century (TEA-21) program funds to assist with the design and construction. The scope included topographic survey and survey control, DCR, geotechnical report and materials design report, hydraulic/hydrologic analysis of the New River Wash, drainage report, trail paving design, domestic water service design, storm-drain facilities design, signing & marking design, landscape and irrigation design, traffic control, trail lighting design, retaining wall design, and erosion and sediment control design. Required clearances included utility, environmental, and ROW. Extensive coordination with FCD, SRP, Arizona Public Service and the City of Peoria were essential elements to the success of this project.



JORDAN Kurlin, PE

Roadway Lead

- ☑ Deep understanding of ADOT final design processes, **with 14 years of experience working for ADOT.**
- ☑ Brings significant experience **designing and modeling ADOT projects, including MUPs, and supporting final design teams** on projects totaling more than $850M.
- ☑ Significant experience with pedestrian facilities including ADA sidewalks, ramps, and **MUP design for ADOT and LPAs.**

Jordan has a long record of producing high-quality final design projects for pedestrian facilities administered by ADOT within public ROW. After beginning his career as an ADOT intern and Engineer-in-training, Jordan spent 12 years in ADOT's Roadway Design office where he supported final design delivery for approximately $850M in ADOT projects. A key highlight of Jordan's career was completing the design of the 5-mile SR 77 project in Oro Valley, AZ, where Jordan led the roadway team in the design, model, estimate, and specifications for new sidewalk facilities, new paved shoulders for bike traffic, pedestrian safety railing, and lighting. Jordan recently completed the design of the Gila River Linear Park and Trail project near SR 70 in Safford, AZ which included 3 miles of multi-use path, a 3-mile equestrian path, and a parking lot with an access road. Jordan will leverage this experience to produce a high quality final design that delivers a safe multi-use path along Scenic Boulevard.

Getting to know Jordan...

Jordan is an Arizona native who loves traveling the world with his wife Mallory. They recently welcomed a little girl named Clara to the family to be their future travel buddy!

Corporate Title
- Roadway/Highway Engineer

Years Experience
- 15

Years with Jacobs
- 1

Certifications/Registrations
- Professional Engineer: AZ PE #61366

Education
- BS, Civil Engineering, Northern Arizona University

Office Location
- Tempe, AZ

Availability
- 80%

Commitment
- 80%

Current Assignments
- ADOT Management Consultant for RTPFP (4%)
- ADOT Payson Fire Evacuation Route PA (4%)
- ADOT North-South Corridor DCR (4%)
- ADOT US 60 Pineway Rd - Santee St (4%)
- ADOT Gila Bend Safe Routes to School (4%)

Relevant Project Experience...*Demonstrating our proven ability to deliver these Scenic Boulevard Improvements*

River Road to Calle Concordia

ADOT/Pima County | Oro Valley, AZ | Roadway Lead

Project Relevancy
- Sidewalks and bike improvements
- ADA compliant
- Lighting and drainage improvements
- ADOT- and Pima County-funded improvements

This project included the construction of new sidewalks, pavement widening for bikes, ADA sidewalk ramps, bus stops, pedestrian railing, lighting and drainage improvements. The project was administered by ADOT with support and funding from Pima County.

Gila River Linear Park and Trail

ADOT/City of Safford | Safford, AZ | Roadway Lead

Project Relevancy
- MUP
- Integrated parking and rest-area facilities
- ADOT-administered LPA delivery
- Applied roadway design to trail facilities
- Designed for diverse trail users

Jordan brings directly relevant experience from the Gila River Linear Park and Trail project, an ADOT-administered project for the City of Safford. His work included a multi-use path, equestrian path, parking lot, and rest area – experience that directly supports his role as Roadway Lead for Scenic Boulevard. Jordan will apply this background to develop a safe, constructible MUP that integrates with existing roadway, drainage, access, and trail facilities.

Main Street - Verde River Bridge

ADOT | Cottonwood, AZ | Roadway Lead

Project Relevancy
- ADA compliant
- MUP

This project included the construction of ADA sidewalk ramps, driveways, pedestrian railing, drainage and pavement improvements along SR 89A through Cottonwood Arizona.

West Kingman TI

ADOT | Kingman, AZ | Roadway Lead

Project Relevancy
- Pedestrian facilities
- Lighting and drainage improvements

This project included the construction of new system TI including directional ramps, drainage improvements, pedestrian facilities, lighting and sound walls.



ALLEN Barakovic, PE, PTOE

Traffic Engineering/MOT Lead

- ☑ Coordinates with roadway engineering staff to provide the effective **integration of traffic control devices, signing and striping, signal systems, lighting, and ITS infrastructure.**
- ☑ Applies expertise in traffic operations to **develop safe and efficient solutions for motorists, pedestrians, and bicyclists.**
- ☑ Designs and refines construction sequencing and MOT plans **that maintain mobility, improve work zone safety, and reduce traffic delays.**

Allen brings more than 20 years of traffic safety and engineering experience and has worked on several projects for various municipalities and DOTs. Allen takes a comprehensive traffic engineering approach by allowing the operational analyses to inform design solutions that enhance capacity, through-puts, and safety. He has also worked on safety, design and analysis projects in Arizona and other states, including Nevada, California, Utah, Colorado, Texas, and Washington. Allen's design skills include traffic signal and ITS design, signing, marking, lighting and MOT. He is well versed in developing accurate cost estimates and developing specifications. He also brings microsimulation experience, primarily using SYNCHRO/SimTraffic, VISSIM and AIMSUN software, and is adept at coding and analyzing networks. Throughout his career, Allen has successfully designed and delivered numerous MOT/TC plans for ADOT projects across Arizona, ranging from localized roadway/sidewalk improvements, pavement rehabilitation reconstruction projects to large-scale construction.

Getting to know Allen...

Allen enjoys playing sports (soccer, basketball, and running) and traveling in his free time. He and his wife have visited most European countries, explored the middle east and recently traveled to India for a wedding.

Corporate Title
- Senior Traffic Engineer & Project Manager

Years Experience
- 20

Years with Jacobs
- 19

Certifications/Registrations
- Professional Engineer: AZ PE #51556
- PTOE #4002

Education
- BS, Civil Engineering, Arizona State University

Office Location
- Tempe, AZ

Availability
- 60%

Commitment
- 60%

Current Assignments
- ADOT SR-30: (20%)
- ADOT West Quartzside Blvd TI (10%)
- Other (10%)

Relevant Project Experience...*Demonstrating our proven ability to deliver these Scenic Boulevard Improvements*

Cesar Chavez Boulevard Improvements PA and Final Design

ADOT/City of San Luis | San Luis, AZ | Lead Traffic Engineer

Project Relevancy
- ADA compliance
- Bicycle and pedestrian facilities
- MOT/access solutions
- Stakeholder coordination

Jacobs collaborated with ADOT's SW District and the City of San Luis on this grant- and legislative-appropriation-funded LPA final design project. Improvements included a roundabout; reconstruction of 2 miles of urban and 3 miles of rural four-lane roadway; ADA facilities, bike lanes, drainage, lighting, traffic signals, retaining walls, crosswalks, and landscaping. Jacobs also supported stakeholder coordination for environmental, ROW, and utility clearances. Earlier, the team prepared the Project Assessment, preliminary plans, and 30% cost estimates that helped the City secure $25 million in federal grant and $33 million in legislative appropriation funding. Allen wrote the traffic report and performed Synchro and VISSIM analyses during the PA; he now leads final-design traffic analysis, signal design, and signing and pavement marking.

I-10 West Quartzside TI Final Design

ADOT/Town of Quartzside | Quartzside, AZ | Lead Traffic Engineer

Project Relevancy
- ADA compliance
- Bicycle and pedestrian facilities
- MOT/access solutions
- Stakeholder Coordination

Jacobs is designing the West Quartzsite Traffic Interchange Improvements Project to modernize a primary gateway into Quartzsite. Improvements include a new overpass; upgraded ramps and frontage roads; signalized intersections; lighting; and pedestrian sidewalks. The project will replace closely spaced stop-controlled intersections with a safer, more efficient Standard Diamond Interchange that accommodates seasonal tourism, future travel demands, and freight mobility along I-10. Allen serves as Lead Traffic Engineer, directing traffic analysis and the design of ITS, traffic signals, and signing and pavement marking.

Vulnerable (Bicycle/Pedestrian) Road Safety Assessments

ADOT | Statewide, AZ | Lead Traffic Engineer

Project Relevancy
- ADA compliance
- Bicycle and pedestrian safety
- Stakeholder coordination

ADOT identified multiple locations statewide as part of their Bicyclist Safety (BSAP) and Pedestrian Safety Action Plans (PSAP) with the goal to reduce the number of serious injury and fatal crashes related to bicyclists and pedestrians. Jacobs conducted Road Safety Assessments at 14 locations employing the Safe Systems Approach philosophy and developed holistic and systemic solutions to mitigate crashes and improve safety for the most vulnerable users, pedestrians and bicyclists. The scope for each location/corridor included data collection, crash data analysis, operational field reviews, countermeasure development, CMFs, benefit-cost analysis and a detailed report summarizing the findings and recommendations. Allen led the RSA efforts as the Lead Traffic Engineer and developed recommendations to update ADOT standards and policies for bicyclists and pedestrians.

SR68 - Bacobi Road to Verde Road - Construct Raised Median

ADOT | Golden Valley, AZ | Lead Traffic Engineer

Project Relevancy
- Mohave County coordination
- ADA compliance
- Stakeholder coordination

Jacobs provided final design engineering services to ADOT (as a sub-consultant to Matrix) to improve SR 68 in Golden Valley by converting an existing two-way-left-turn-lane to a raised median. Jacobs was responsible for the utility coordination, review of the access evaluation and assessment study, as well as the signing/marking design for the 3.1-mile corridor. The project included close coordination with ADOT, NW District and especially local businesses and landowners, as well as other stakeholders. Allen was responsible for the coordination with the prime consultant (Matrix), ADOT and NW District traffic, utility coordination and the design of the signing/marking plans for the entire corridor.



DANIEL Selk, PE, CFM

Drainage Lead

- ☑ **Develops innovative, maintainable drainage solutions** to serve the public considering future needs.
- ☑ **Knows ADOT drainage design standards** as exemplified from 2D modeling guidance contributions to the ADOT Hydraulics Manual Update.
- ☑ **Full life-cycle experience preventing, mitigating, and addressing drainage issues** to steward a harmonious relationship with stormwater.

For over 15 years, Daniel has tackled hydrologic and hydraulic challenges and provided drainage solutions for a multitude of transportation projects across Arizona. His experience includes drainage design, rainfall-runoff analysis using simple and complex methods, complex hydraulic analysis, expert witness services, contributions to ADOT guidance manuals, and coordination with most major stakeholders and municipalities within the state of Arizona. Daniel brings expertise in hydrologic and hydraulic (H&H) methods used in the arid southwest and has presented at multiple statewide and national conferences on the subjects of rainfall analysis, complex storm drain modeling, and 2D H&H modeling. Daniel's expertise in analysis is grounded by earlier experience as an intern in surveying, CAD drafting, and GIS.

Getting to know Daniel...

Daniel is passionate about his family, dogs, traveling, and proper dishwasher loading techniques. He proudly points out any of the hundreds of projects that he passes to traveling companions ad nauseam, such that his wife could almost be a civil engineer purely by osmosis.

Corporate Title
- Senior Transportation Drainage Engineer

Years Experience
- 15

Years with Jacobs
- 2

Certifications/Registrations
- Professional Engineer: AZ PE #61514
- Certified Floodplain Manager #US-12-06405

Education
- BS, Civil Engineering, University of Kansas

Office Location
- Tempe, AZ (Remote)

Availability
- 50%

Commitment
- 50%

Current Assignments
- ADOT El Mirage Rd. Extension SR303-Jomax (20%)
- ADOT SR-30 97th Ave - Dysart (10%)

Relevant Project Experience...*Demonstrating our proven ability to deliver these Scenic Boulevard Improvements*

I-15 Virgin River Bridge No. 1 Replacement

ADOT | Littlefield, AZ | Drainage Engineer

Project Relevancy
- Located in Mohave County
- ADOT standards
- Offsite hydrology
- Drainage design
- Section 404 permit

Award Winning

Daniel evaluated bridge hydraulics, scour analysis, on-site drainage design, and temporary construction measure design. Daniel performed hydrologic verification and flood-warning analysis to support construction operations within the Virgin River canyon. The hydraulic analysis consisted of development of 1D and 2D HEC-RAS models at the I-15 crossing of Virgin River at its confluence with Beaver Dam Wash.

I-40/US-93 West Kingman System TI DCR Enhancements

ADOT | Kingman, AZ | Drainage Engineer

Project Relevancy
- Located in Mohave County
- ADOT standards
- Offsite hydrology
- Drainage design
- Culvert analysis

Daniel performed 30% level drainage analysis including on-site and off-site hydrology and drainage design for the reconfiguration of the I-40 and US-93 traffic interchange in Kingman, AZ. Daniel used the Rational Method and HEC-1 modeling to determine hydrology and used HY-8, CulvertMaster, and FlowMaster software to size catch basins and culverts.

US 60/Mesa Drainage Evaluation

ADOT | Mesa, AZ | Drainage Engineer

Project Relevancy
- ADOT standards
- Offsite hydrology
- Culvert analysis

Daniel provided data collection, rainfall analysis, refinement of existing hydrologic models, and developed new hydraulic models of the existing US60 drainage systems using HEC-RAS. HEC-RAS 2D software was used to develop flood simulation videos to aid in public understanding. This project was performed under an accelerated schedule. Daniel presented the topic at the 2015 Spring AFMA conference. Daniel's efforts brought value to the community through the rapid development of models that were used to inform public official emergency action decisions.

US 160 at Laguna Creek Bridge Improvements

ADOT | Dennehotso, AZ | Drainage Engineer

Project Relevancy
- ADOT standards
- Offsite hydrology
- Culvert analysis

Daniel performed hydraulic analysis using HEC-RAS, scour estimation, and spur dike design for US-160 at Laguna Creek. This project received the ASU Sustainable Infrastructure Award due to erosion-monitoring technology implemented in the bridge design. Laguna Creek consisted of a highly erosional stream where lateral migration of the channel was elevating the risk of undermining the south bridge abutment, thus the spur dike construction mitigated this risk.

SOQ Bidder's/Proposer's Solicitation List Confirmation Email from ADOT SBWD

From: ADOT Business Engagement and Compliance Office
To: Crooks, Nick
Cc: ContractManagement@azdot.gov
Subject: [EXTERNAL] Bidders List for Jacobs Engineering Group Inc.
Date: Thursday, September 10, 2026 9:37:19 AM

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

Jacobs Engineering Group Inc., AZUTRACS Number: 10561 has submitted a Bidder/Proposer list for **2027-004** on 09/10/2026 at 6:36 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
C A Group Arizona, Inc.	8433 North Black Canyon Hwy. Phoenix, AZ 85201	10+ years	$10 million to $50 million	Non-DBE	541330
Ethos Engineering, LLC	9180 South Kyrene Rd Tempe, AZ 85284	10+ years	$2 million to $5 million	DBE	541330
TYPSA, Inc.	501 N. 44th Street Phoenix, AZ 85008	10+ years	$10 million to $50 million	Non-DBE	541330

Amendment(s)

ARIZONA DEPARTMENT OF TRANSPORTATION
205 S. 17th Ave MD 616E
Phoenix, AZ 85007
KATIE HOBBS
GOVERNOR
JENNIFER TOTH
DIRECTOR

Date: September 11, 2026

TO: ALL INTERESTED PARTIES

SUBJECT: AMENDMENT NUMBER 01

REFERENCE: REQUEST FOR QUALIFICATIONS
CONTRACT NUMBER: 2027-004
CONTRACT DESCRIPTION: SCENIC BLVD-HWY 91 TO ELBOW CANYON RD

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

Question No. 1:
Considering the amount of industry participation in this year's ACEC Roads and Streets Conference, which will be held September 23rd - 25th, would ADOT consider pushing the September 25th submittal deadline by 3 workdays, making it due Wednesday, September 30th?

Answer No. 1:
The SOQ due date will be extended by 3 business days. SOQs will be due Wednesday, September 30, 2026.

Question No. 2:
Due to the Roads & Streets Conference that is Sept. 23 thru 25, would ADOT be willing to extend the deadline for this RFQ?

Answer No. 2:
The SOQ due date will be extended by 3 business days. SOQs will be due Wednesday, September 30, 2026.

Stefanee Loftis
Stefanee Loftis
Contract Specialist
Engineering Consultants Section

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

Troy Sieglitz, PE
Jacobs Engineering Group Inc.
CONSULTANT NAME

SIGNATURE

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

Consultant Information Pages (CIP)

CONSULTANT INFORMATION PAGES (CIP)

CONTRACT NO.: 2027-004

CONTACT PERSON: Troy Sieglitz, PE

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

TITLE: Project Principal & Authorized Signatory

CONSULTANT FIRM: Jacobs

ADDRESS: 1501 W. Fountainhead Pkwy, Suite 401

CITY, STATE, ZIP: Tempe, AZ 85282

TELEPHONE: 480.966.8188

FAX NUMBER: N/A

UNIQUE ENTITY ID# (FROM SAM WEBSITE): VBXLMKKVC5C5

ADOT CERTIFIED DBE FIRM? (YES/NO) No

SUBCONSULTANT(S):	TYPE OF WORK	ADOT CERTIFIED DBE FIRM (YES/NO)
AeroTech Mapping Inc	Aerial Mapping/Survey	Yes
Ethos Engineering, LLC	Geotechnical/Pavement	Yes

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

Revised 05/02/2024

Consultant Information Pages (CIP)

SUBCONSULTANT(S) TABLE:

SUBCONSULTANT FIRM NAME:	AeroTech Mapping Inc
CONTACT PERSON:	Alicia Mendoza
E-MAIL ADDRESS:	aliciamendoza@atmlv.com
TITLE:	Business Development Manager
ADDRESS:	3285 North Fort Apache
CITY, STATE ZIP:	Las Vegas, Nevada 89129
TELEPHONE:	602-245-5088
FAX NUMBER:	702-228-6753
UNIQUE ENTITY ID #:	J34PH4CCSMJ4

SUBCONSULTANT FIRM NAME:	Ethos Engineering, LLC
CONTACT PERSON:	Pancho Garza
E-MAIL ADDRESS:	pgarza@ethosengineers.com
TITLE:	Principal
ADDRESS:	9180 South Kyrene Rd
	Suite 104
CITY, STATE ZIP:	Tempe, Arizona 85284
TELEPHONE:	480-326-8487
FAX NUMBER:	N/A
UNIQUE ENTITY ID #:	QQGVC86EHVA5

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

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

Revised 05/02/2024

Consultant Information Pages (CIP)

DBE GOAL ASSURANCE/DECLARATION

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

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

Signature	9/10/2026 Date
Troy Sieglitz, PE Printed Name	Project Principal & Authorized Signatory Title

SOQ SUBMITTAL CHECKLIST

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

☑	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
N/A	Supplemental Services Disclosure Form (Required for Supplemental Services Type Contracts ONLY)

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

Revised 05/02/2024