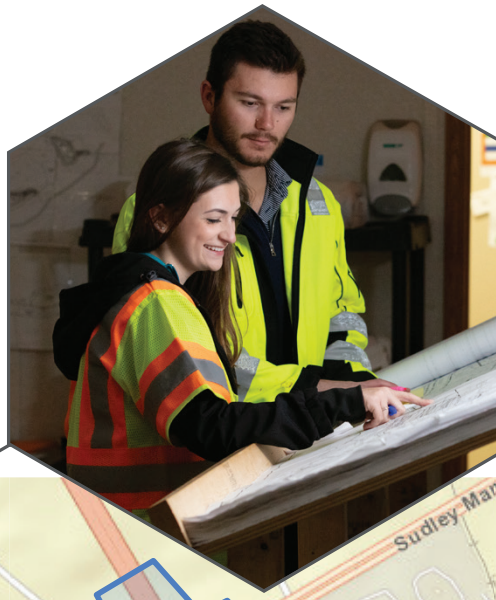
PROPRIETARY INFORMATION
EXCLUDED

Submitted to:

Public-Private Transportation Act

UNSOLICIATED COMPETING PROPOSAL

ROUTE 234 AND SUDLEY MANOR DRIVE INTERCHANGE



February 4, 2025

Submitted by: ALLAN MYERS + PARSONS

February 4, 2025

Prince William County
Office of Procurement Services
1 County Complex Ct.
Prince William, VA 22192
Attn: Shana Terry, Chief Procurement Officer

RE: PPTA Unsolicited Competing Proposal:
Route 234 and Sudley Manor Drive Interchange

Dear Ms. Terry:

The Team of Allan Myers and Parsons (the Myers Team) is pleased to present this Unsolicited Competing Proposal for the Route 234 and Sudley Manor Drive Interchange PPTA project (the Project) in accordance with the Public-Private Transportation Act of 1995 (PPTA) and Section 1100 of the Prince William County Purchasing Regulations (2016). Our Team is committed to the goals of this single-point urban interchange (SPUI) at Prince William Parkway and Sudley Manor Drive, as well as the modifications to the intersection of Prince William Parkway and Wellington Road.

Allan Myers and Parsons are both recognized leaders in alternative/collaborative delivery, and our record of design and construction innovation on projects in Northern Virginia have enhanced mobility and safety while delivering cost savings and schedule improvements—all priorities that are shared by both Prince William County and the communities, businesses, and stakeholders it serves. Most notably, Myers' work on the I-66 Outside the Beltway P3 megaproject to Parson's work on the adjacent Prince William Parkway and Discovery Boulevard Quadrant Intersection and diverging diamond interchange (DDI) and SPUI projects across the Commonwealth will inform our success on the Project.

This submission includes:

- Ten (10) copies of our unredacted Unsolicited Competing Proposal
- One (1) redacted copy of our Unsolicited Competing Proposal, which excludes the confidential proprietary information provided in *Section 03*
- One CD containing the unredacted Unsolicited Competing Proposal
- One CD containing the redacted Unsolicited Competing Proposal
- A paper copy of our most recent audited financial statement, as required in *Section 01.(e)*, in a separate sealed envelope. Please be advised that this document is confidential and proprietary information that is exempt from disclosure
- A check in the amount of $5,000 made payable to Prince William County for the proposal review fee

We are excited to partner with Prince William County on this Project and look forward to providing further information in the detailed phase of the PPTA procurement process.

Respectfully,

Aaron Myers
Executive Vice President of Operations, Allan Myers
Principal Officer, Allan Myers

01 QUALIFICATIONS & EXPERIENCE

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TEAM STRUCTURE

(a) Identify the legal structure of the firm or consortium of firms making the proposal. Identify the organizational structure for the project, the management approach and how each partner and major subcontractor in the structure fits into the overall team. All members of the offeror's team, including major subcontractors known to the proposer must be identified at the time a proposal is submitted for the conceptual stage.

LEGAL STRUCTURE OF THE TEAM

Allan Myers VA, Inc. (Myers), a subsidiary of Allan Myers, Inc. (with affiliated operating entities Allan Myers, LP in Pennsylvania and Allan Myers MD, Inc. in Maryland), is the private entity submitting this proposal to Prince William County (the County). Myers will comply with the Purchasing Regulations of Prince William County (amended July 17, 2024) and the Public-Private Transportation Act (PPTA) of 1995 to complete the improvements to the Route 234 and Sudley Manor Drive Interchange.

ORGANIZATIONAL STRUCTURE

Allan Myers has engaged Parsons to serve as the Lead Designer. Myers and Parsons will collaborate under the Design-Build (DB) model, integrating expertise from both of our organizations to deliver all design, construction, and quality control services. Our organizational structure (*Figure 01.1*, page 2), defines specific roles and responsibilities of Myers and Parsons. By self-performing significant aspects of design and construction, we will deliver high quality results delivered on or ahead of schedule and within budget.

Figure 01.1: Team Structure

MANAGEMENT APPROACH

Collaboration, trust, and performance form the basis of the Myers Team's DB management approach. We focus on the following imperatives:

- **Partner with Prince William County** and third-party stakeholders to achieve the schedule objectives for this Project in conjunction with adjacent projects through open communication and selection of priorities.
- **Provide an experienced team of key personnel** who have worked together on design-build projects in Virginia who will deliver a design-build project for VDOT acceptance into the primary/secondary roadway system.
- **Commit key personnel** who have worked together on previous similar design-build and interchange projects and possess the necessary risk management/mitigation skills for this project.
- **Conduct thorough constructability reviews** at each design stage to ensure safe construction practices, minimize construction durations, and confirm schedule and cost adherence.
- **Implement quality programs** to ensure all work is completed in accordance with contract requirements, "approved for construction" plans and specifications.
- **Communicate with third party stakeholders** in partnership with Prince William County for coordination, progress reports, and upcoming project events.

Figure 01.2: Firm Organizational Structure

FIRM EXPERIENCE

(b) Describe the experience of the firm or consortium of firms making the proposal, the key principals and project managers involved in the proposed project including experience with projects of comparable size and complexity, including prior experience bringing similar projects to completion on budget and in compliance with design, land use, service, and other standards. Describe the length of time in business, business experience, public sector experience, and (c) other engagements of the firm or consortium of firms. Include the identity of any firms that will provide design, construction, and completion guarantees and warranties, and a description of such guarantees and warranties.

Established in 1939, Allan Myers is a vertically-integrated, heavy civil construction company and materials supplier with operations in Virginia since 1967. Ranked #1 in the Mid- Atlantic region for transportation by Engineering News Record, Myers provides the Virginia-specific knowledge and relationships expected from a small local contractor backed by the resources of a larger firm. The foundation of our success as a self-performing contractor are the more than 625 construction professionals and craft workers we employ in Virginia and more than 2,400 throughout the Mid-Atlantic. Their expertise, commitment, and hard work has led our continued success over the past 80 years.

Myers is an industry leader in alternative/collaborative project delivery with a portfolio of more than 30 DB and PDB projects for state, local, and private clients including the I-66 Outside the Beltway P3, I-95 and Temple Avenue DB, and I-64 Segment II DB. Myers has been constructing interchange improvements for more than 10 years and has recently constructed 30 grade separated interchange projects including I-276/SR29 Slip Ramp and the PA Route 222 Bypass projects. While currently engaged on VDOT's I-95 and Route 123, I-64 HREL Segment 1A, and I-64 GAP Segment C projects, we have assessed the Project schedule for the Route 234 and Sudley Manor Drive Interchange and are confident in our available resources to lead and self-perform the Project

At Myers, safety is recognized as an inseparable element of design development and construction sequencing. Myers' Home Safe Tonight safety culture is a personal and organizational commitment to incident and injury-free construction and extends to the traveling public, construction personnel, inspection staff, and any individuals entering our work zone. Since starting our Home Safe Tonight journey in 2008, Myers has reduced its recordable incident rate to a rate five times lower than the industry average.

Parsons is an engineering, construction, technical, and management services firm that delivers design, design-build, program and construction management. With more than 18,000 employees, 3,000 current projects in over 25 countries, and more than 200 offices worldwide, they have the financial capabilities, technical expertise, and available resources to successfully undertake most any project. Parsons' culture, founded on its core values (Safety, Quality, Integrity, Diversity, Innovation, and Sustainability) and driven by its leadership vision, is fundamental to their success.

Combining innovation with cutting-edge technology, Parsons has successfully executed large, complex projects throughout the Northeast for eight decades, including the similar Single Point Urban Interchange Route 7 and Battlefield Parkway Interchange DB project, the I-395 High-Occupancy Vehicle Bridge Rehabilitation project, and Military Highway Widening and Continuous Flow Intersection project for VDOT. Parsons is also the Designer on Prince William County's Prince William Parkway and Discovery Boulevard Quadrant Intersection project, adjacent to the Route 234 and Sudley Manor Drive Interchange. Parsons has also developed several environmental documents for Prince William County including the nearby Brentsville Interchange.

ENR consistently ranks Parsons among the world's top program management firms, including top three in all categories for 2024. With experienced leadership, industry-leading best practices and lessons learned, and innovative solutions for each new project challenge, Parsons delivers quality programs that are technically and environmentally sound, allowing projects to be completed safely, on time, and within budget at minimum risk.

I-66 OUTSIDE THE BELTWAY P3

Virginia Department of Transportation | Fairfax County, VA | $2,400,000,000 (total megaproject) $400,000,000 (Myers self-perform scope)

The I-66 Outside the Beltway Public-Private Partnership (P3) megaproject transformed 22.5 miles of I-66 into a multimodal corridor aimed at enhancing mobility, improving travel time reliability, and providing new travel options. This project includes 12 interchanges, 63 bridges, 45 million cubic yards of concrete, 2.3M-SF of retaining walls, and 2.2M-SF of sound walls. The project resolved 2,618 utility conflicts and completed 792 relocations, with 14M man-hours worked, achieving a 0.13 lost workday rate and a 0.6 OSHA Recordable incident rate. FAM, a JV between Ferrovial and Allan Myers, served as the design-builder. Allan Myers provided its DB expertise as a JV partner responsible for designing and managing the $2.4B project. Additionally, as a self-performing contractor, Myers executed critical construction elements valued at $400M.

Myers was responsible for construction management and self-performance on several high-profile, congested, and complex interchanges across the corridor, including **I-495, Route 123, Route 50, Fairfax County Parkway (Route 286),** and **Route 29.** Two interchanges in particular—**Nutley Road** and **Route 28** (next page)—are particularly relevant to the scope of the Route 234 and Sudley Manor Drive Interchange:

I-66 AND NUTLEY ROAD INTERCHANGE

Initial Approved Design *Completed Interchange*

To provide a safer, more efficient crossing for both commuters and pedestrians at the interchange of I-66 and Nutley Road, Myers proposed a double-roundabout design to improve on the originally-planned diverging diamond interchange (DDI). Although the I-66 design had already been approved and the project was already 50% complete, Myers' dedication to consistently seeking areas for improvement and innovation identified a significant opportunity to improve the interchange for both the department and the community.

The redesign allowed the existing bridge to remain in use and eliminated the need for a second bridge, while the DDI required a full bridge replacement. Vehicles now move more efficiently through the interchange, improving traffic conditions from levels C and D to levels A and B, and significantly shortening wait times during rush hour. By using roundabouts instead of signals, the redesign also introduces natural traffic calming to make the interchange safer without unnecessarily slowing traffic.

The roundabout design also improved safety for pedestrians by separating most crosswalks from the road, preventing dangerous at-grade crossings. The design also included a shared-use path for cyclists and pedestrians, which was not part of the original DDI plan. By reducing the bridge, wall, and other structural work required, the new design saved over $10M in project costs and reduced the area impacted by construction. Eliminating the need for traffic signals reduced future maintenance costs. Additionally, the redesign reduced environmental impacts by avoiding changes to a regional pond, which saved time and money.

The double roundabout design achieved a rare combination of positive results: it reduced costs, shortened construction time, minimized environmental and property impacts, improved safety for all users, and helped keep the overall project on schedule. This innovative approach created a safer, more efficient interchange, while also allowing the express lanes to open on time.

Our Team's innovative solutions at Nutley Road earned the Institute of Transportation Engineers' Chesapeake and Potomac Section 2024 Project of the Year Award and VTCA's 2024 Transportation Engineering Award for the Design Build Category (Overall and Greater than $10 Million).

I-66 AND ROUTE 28 INTERCHANGE

This portion of the megaproject reconfigured the I-66 / Route 28 interchange to improve traffic flow for both heavily congested, urban roadways and added EL access to and from Route 28. The Myers team widened and reconstructed more than two miles of Route 28 and eliminated four traffic signals and off ramps backing up onto the interstate. As one of the megaproject's most critical and complex focal points, Myers' management and self-performance ensured we met all milestones.

The scope of work included 13 new bridges, 300,000 CY of excavation, 2,500 CY of bridge deck concrete, 65 bridge beams, and one million pounds of reinforcing steel. A combination of soil nail and MSE walls, some exceeding 30-ft in high, were constructed to support the new ramp configuration of the interchange.

Existing traffic movements were optimized with the new interchange design. Heavy traffic movements and weave areas that were notorious for having gridlock traffic during peak periods along Braddock Rd and Route 28 SB were "unlocked" by providing motorists with a new direct ramp connection from Braddock Road to I-66 WB, and new a CD lane and loop ramp to I-66 EB.

Myers opened the ramp from I-66 EB to Route 28 NB—the first ramp to open on Transform 66—to traffic three weeks ahead of schedule. Remaining milestone dates were all delivered on time, including the final opening of the Express Lanes, which were fully opened to the public eight days ahead of the contract requirement.

Several innovations to the MOT plan delivered critical scheduling opportunities that allowed us to effectively manage traffic while simultaneously moving construction forward. To improve MOT during construction, the project team eliminated four traffic signals to allow a free flow of traffic. Hard rock (including diabase) posed a significant construction challenge which was addressed with blasting and the deployment of seven hoe rams at one point during construction to hammer and excavate rock. The rock was then crushed for use on the project as embankment fill and roadway subbase material.

The Myers team changed configurations, including lowering ramp elevations (the NE quadrant, for example, by nearly 8-ft) to be less impactful. During construction, traffic was monitored closely. Time of day lane closures that differed from the project's technical requirements were implemented to lessen the impact on the traveling public. Extended lane closure hours, particularly on weekends, were granted by the Department after Myers performed careful analysis. The work zone abutted Ellanor C. Lawrence Park, and through direct communications with the Park we scheduled construction activities to avoid heavy periods of park use. Myers construction staff directed lighting during nighttime operations to limit the impacts of light pollution on surrounding neighborhoods while maintaining a safe work zone for workers and motorists.

I-95 AND ROUTE 123 INTERCHANGE PROGRESSIVE DESIGN-BUILD

Virginia Department of Transportation | Prince William County, VA | $65,000,000

Myers was selected as the contractor of choice for the Department's first Progressive Design-Build project. The redesigned I-95 and Route 123 Interchange (Exit 160) in Prince William County will provide operational and safety improvements, capacity improvements, and pedestrian connectivity. The project includes replacing the northbound Route 123 to southbound I-95 loop ramp with a signalized left-turn movement west of I-95, modification to the Route 123 and I-95 Express Lane intersection, widening of the Route 123 to southbound I-95 on-ramp to two lanes, relocation of the southbound I-95 to northbound Route 123 off-ramp, the addition of a shared-use path parallel to northbound Route 123 from Annapolis Way to Devil's Reach Road, and the widening and deck replacement of the I-95 southbound bridge over Occoquan Road. This project is also part of VDOT's STARS Program for affordable roadway improvement projects.

The Myers team draws from our extensive background in design-build projects and from the Design-Build Institute of America's progressive design-build best practices for a successful partnership including a dedicated Design-Build Integrator. This team member's promoted collaboration between the owner, designer, and contractor ensures a seamless partnership and open communication. Our team successfully completed Phase 1 of the project in late 2024 and was recently awarded the construction contract to begin Phase 2 of the project. The project is currently slated to complete in late 2027.

I-95 AND TEMPLE AVENUE INTERCHANGE DESIGN-BUILD

Virginia Department of Transportation | Colonial Heights, VA | $14,915,000

This award-winning project realigned the exit and entrance ramps to I-95 at the Temple Avenue interchange and replaced the signalized intersection with a three-lane roundabout. The roundabout was installed west of the previous signalized intersection and the I-95 ramps were extended to improve sight distance and capacity. Two existing bridges over an abandoned railroad line were removed to allow for construction of the roundabout. The scope of work included 80,000 CY of earthwork, two reinforced earth slope walls, a 60-in culvert installation, utility coordination, right-of-way acquisition, and environmental permitting. During the 20-month construction duration, our more than 48,360 man-hours worked—over 59,000 including subcontractors—incurred zero recordable or lost-time incidents.

The Project was completed in accordance with the original contract schedule, despite an additional scope of work request by the City and design changes required by coordination with an adjacent development. VDOT and Myers worked closely with the City to incorporate additional signage, lighting, landscaping, and irrigation to facilitate the City's plan for this gateway entrance to the community. Integration with an adjacent development along the south side of Temple Ave was crucial to ensure a seamless design with no construction rework. Early coordination with the developer showed that several aspects of their drainage design had to be fully integrated into the interchange design. However, very late in the process, the developer pulled out, leaving an interchange improvement project that couldn't be built as planned. Our team successfully redesigned elements of Temple Avenue, the ramps, and adjacent local roads. The redesign also required thoughtful solutions to account for newly impacted environmental resources and additional coordination to secure revised permits and purchase additional mitigation credits.

I-581 AND ELM AVENUE INTERCHANGE DESIGN-BUILD

Virginia Department of Transportation | Roanoke, VA | $20,742,695

Elm Ave intersects I-581 in a condensed urban interchange in central downtown Roanoke, VA. This design-build interchange replacement project improved traffic flow along I-581 and Elm Ave. Improvements included reconstruction of all four ramps to and from I-581, widening for 0.3 mile along Elm Ave to extend the left turn lane in each direction, and replacing two bridges on Elm Ave over I-581 and over the Norfolk Southern Railroad.

The project required extensive utility work, capped off with the replacement and upgrading of a 60-in pipe crossing to an 84-in pipe. Central downtown Roanoke is a tight urban location creating congested work zones and limited staging. The staging areas for structures work on Elm Ave were limited due to adjacent intersections and limited space between the two bridges. In addition, a Norfolk Southern freight line boards the west side of the interchange.

Myers, VDOT, and the City of Roanoke worked together collaboratively to maintain traffic flow throughout construction with minimal disruptions, by completing construction in two stages on I-581 and three stages for Elm Avenue. The technical aspects of management required focused attention to detail and coordination with numerous third-party stakeholders. In addition, the presence of a large construction project in the middle of a downtown urban area required Myers' construction team to focus significant effort on community satisfaction and engagement.

The project provided a cost savings to VDOT of $6M at time of award when compared to competing proposals. In addition, Myers provided a $100K cost savings to VDOT for value-engineering which changed the proposed micro-tunneling under I-581 to a tunnel boring operation. Through design innovation, Myers removed a proposed temporary pedestrian bridge from the design, eliminating a construction phase and completing widening on I-581 prior to shifting traffic.

WIEHLE AVENUE AT WASHINGTON & OLD DOMINION TRAIL PEDESTRIAN IMPROVEMENTS

Fairfax County Department of Public Works | Fairfax County, VA | $7,774,000

Fairfax County engaged Allan Myers to construct a pedestrian bridge over Wiehle Avenue and install approximately 2,200 LF of new 10-ft and 12-ft wide asphalt trail near the newly opened Wiehle Reston East Metro station. The bridge replaces an existing at-grade crossing and enhances safety for pedestrians, bicyclists, and drivers. With 3,000 or more trail users crossing at this intersection per day, the project provides a critical connection between its residential/commercial/business setting and the Washington & Old Dominion (W&OD) Trail, one of the Washington, DC metro area's best-known and busiest trails for recreational and commuter use. The project's scope also included retaining walls, concrete sidewalk and curbs, gutters, and ramps, detectable storm drain pipe and structures, 1,480 LF of 24-in and 6-in water main relocation; signal and signage work at the intersection, and milling, paving, and pavement markings.

Myers installed a 50-ton, 147-ft long, 16-ft-wide shared use bridge overpass 18-ft over Wiehle Avenue, replacing the existing at-grade crossing. In a carefully coordinated overnight closure from 12:00 AM to 5:00 AM, our team deployed a 300-ton crane to install the prefabricated steel truss structure within reinforced concrete decking and reinforced concrete abutment walls. Myers identified a drainage constructability issue due to grading against the MSE wall and worked with the client to implement a cost-effective resolution.

The project team worked with the adjacent Reston Fire Station to coordinate construction with emergency services. During the overnight shutdown of Wiehle Avenue for the bridge installation, we planned for just a 30-minute full closure of the intersection to emergency vehicles. When an emergency fire call came in during the 30-minute shutdown, our Project Manager communicated live updates to the Fire Chief in accordance with our planning for such an event. During a later emergency call outside the 30-minute window, we paused construction and allowed the emergency vehicles to safely pass through the construction site.

I-64/ROUTE 15 DDI INTERCHANGE AT ZIONS CROSSROADS

Virginia Department of Transportation | Louisa County, VA | $923,500 (design)

Parsons was the lead designer and Josh Wade served as the Design Manager to design and construct improvements to the $6,883,000 Route 15 and I-64 interchange project in Louisa County. As the lead designer, Parsons was responsible for all design components of this first of its kind interchange in Virginia including roadway design, 3D modeling, traffic analysis, drainage design, geotechnical investigations, signing and lighting, the development of a traffic management plan and other related work. Parsons was also responsible for the public involvement for this project.

This project improved traffic operations and safety by converting the existing standard diamond interchange into a diverging diamond interchange (DDI) and by improving the Route 15 and Spring Creek Parkway intersection.

Parsons' innovative redesign of the Virginia Department of Transportation's initial concept further improved safety while reducing maintenance costs, the number maintenance of traffic phases, overall costs, and the construction schedule.

Parsons' experience with innovative interchanges and ability to leverage national experts resulted in the elimination of all right of way acquisitions on the project, reduced utility impacts and saved the client over 25% of the initial estimate and budget for the project.

Innovation: This is the first diverging diamond interchange in Virginia and the interchange conversion required a unique traffic maintenance plan and maintenance of traffic development. Parsons successfully overcame these challenges and the project opened ahead of schedule and under budget.

Awards

- 2015 Design Build Merit Award from Design-Build Institute of America Mid-Atlantic Region (DBIA-MAR) on 11/18/2015
- Engineering Excellence Award- Transportation Category from American Council of Engineering Companies (ACEC) on 01/22/2015

INTERCOUNTY CONNECTOR CONTRACT B DESIGN-BUILD

MD Department of Transportation State Highway Administration Baltimore, MD $39,872,470 (design)

Parsons served as the lead designer to MD200 Constructors, a joint venture of Kiewit Southern Co., G.A. & F.C. Wagman, Inc., and Corman Construction, Inc to provide engineering design services for this greenfield project. Josh Wade served as the design manager.

The $576M Intercounty Connector (ICC), Contract B, DB project consisted of approximately 6.9 miles of six-lane, controlled-access toll road beginning 600 feet east of MD 97 and ending just west of Route 29, Columbia Pike, in Montgomery County, Maryland. The project involved construction of a diamond interchange at MD 182, a SPUI at MD 650, and 10 new bridges. Additional project features included:

- Intelligent transportation systems (ITS)
- Electronic toll collection (ETC)
- Traffic signals, signing, pavement marking
- Stream relocations, extensive landscaping, and more than 80 acres of reforestation
- Aquatic, fish, and mammal passages
- Wildlife protection systems
- Miles of hiker and biker trails
- Relocation of six side roads
- Noise walls, privacy walls, and retaining walls, including many mechanically stabilized earth (MSE) walls
- Redundant stormwater treatment systems, including underground storage facilities, infiltration and sand filter trenches, and temperature treatment
- Right of way avoidance, minimization and acquisition

Five of the project's 10 bridges carry pedestrian and vehicular traffic over the mainline roadway. Each bridge was designed for aesthetic concerns as well as for functionality. The crossroad bridges are two spans with steel haunched girders, aesthetic piers, and architectural enhancements added to the cantilever abutments, barriers and walls that carry state and local roads over the ICC, including MD 28 (Norbeck Road), Longmead Crossing Drive, MD 182 (Layhill Road), Notley Road, and MD 650 (New Hampshire Avenue). The bridge at MD 650, with a SPUI deck configuration, included sharply-curved outside girders with the fascia girder radius of 96- and 130-ft. The bridges at MD 182 and MD 650 had additional details added due to their consideration as gateway bridges.
The five mainline crossings were dual structures with a separate structure for each direction of traffic. Four bridges were constructed with 95-in bulb T-girders, with lengths up to 1,259-ft long and maximum span lengths up to 165-ft. The fifth mainline bridge is 1,140-ft long and consists of 84-in and 90-in curved continuous steel plate girders with span lengths up to 248-ft. Each mainline bridge has numerous architectural enhancements and carries ICC traffic over streams, wetlands, and 100-year floodplains. Several local roadways crossing over the ICC mainline were relocated to allow for new overpass and interchange construction, and one mainline bridge crosses over a local street. The project also built over seven miles of sound barriers, more than 62,000-SF of mechanically stabilized earth (MSE) walls, 12 major culverts, and 40 sign structures (overhead, cantilever, and gantries).

ROUTE 7 AND BATTLEFIELD PARKWAY INTERCHANGE DESIGN-BUILD

Virginia Department of Transportation | Leesburg, VA | $5,010,000 (design)

The former at-grade, signalized intersection of Route 7 and Battlefield Parkway (six- and four-lane divided highways, respectively) was one of the most congested intersections along Route 7 with one of the highest accident rates in the county. The new award-winning $60M interchange project improved access by eliminating the last signalized intersection within an approximately nine-mile stretch of Route 7 between Leesburg and Sterling, Virginia, and it facilitates continued economic and population growth in the region.

Parsons was the lead designer of this single-point urban interchange (SPUI) with Josh Wade serving as the design manager. Most SPUI bridges in the region use a steel girder superstructure, but Parsons' concept included a parallel prestressed concrete framing system that reduced both construction cost and schedule and improved long-term durability. In fact, Parsons' innovative design resulted in the widest bridge in Virginia without a longitudinal joint and serves as a new analysis and design approach benchmark for ultra-wide, joint-free, low-maintenance decks in Virginia. The project is anticipated to model major changes to bridge deck design procedures, detailing, and construction sequencing for future VDOT projects and won the top ACEC Pinnacle Award.

The area surrounding Route 7 includes commercial development, wooded areas with plans for future development, neighborhoods, and a nearby stormwater detention basin. The new interchange will serve as the gateway to the town of Leesburg and will include new pedestrian connections and new access roads for commercial properties and an elementary school. Other project elements included widening Route 7 with additional requirements for further future widening; modifications at six other intersections, including several that were used for a project detour; and coordination with new developments on all four quadrants. The bridge carrying Battlefield Parkway over Route 7 required embankment construction at the northern and southern approaches to the bridge. In addition, four ramps were constructed to parallel Route 7, and two access roads to existing businesses were included. Additional improvements include construction of retaining walls, stormwater management facilities, signals, signs, and high mast lighting.

In addition to participating in DB task groups with construction staff and other stakeholders, Parsons was responsible for all design preparation services, construction ROW acquisition services, utility coordination services, environmental compliance services, design quality control, and post-design services during construction.

I-395 HIGH-OCCUPANCY VEHICLE BRIDGE REHABILITATION

Virginia Department of Transportation | Alexandria, VA | $2,112,153 (design)

Parsons was the lead designer for improvements to I-395 in Alexandria, including a new ramp, widened bridge, a new auxiliary lane on northbound I-395 between Duke Street and Seminary Road, replacement of the Seminary Road Bridge, and a new pedestrian bridge. Parsons was responsible for all components of roadway design, structural design, 3D modeling, traffic analysis, drainage design, erosion control, utilities, geotechnical investigations, signing/lighting, the traffic management plan, noise analysis, public meeting support, and permits.

Detailed traffic analyses and an Interchange Modification Report were completed to help determine the optimum configuration and ramp improvements, improving safety and operations. Throughout the project, Parsons coordinated with the nearby school, businesses, and neighborhoods to minimize impacts during construction.

This $55M project included modifications to a complex, innovative interchange, multiple intersections, and a stream crossing, redesign of Seminary Road, coordination and approvals by VDOT and DEQ, and nearby environmental resources and constraints including a wildlife preserve. This project, also managed by Josh, was the recipient of several awards, including the 2018 Overall Engineering Award from the Virginia Transportation Construction Alliance. The project was completed on time in September 2017 and within budget.

The project schedule was accelerated, and its location in the congested I-395 corridor meant there were many different stakeholders involved. To ensure success, the team began coordination with these stakeholders early and continued throughout the project to optimize the solution and gain acceptance.

Parsons' extensive experience with roadway design and maintenance of traffic plans enabled our team to significantly modify the original concept provided by VDOT. The revised design provided cost and schedule savings, reduced traffic impacts, and improved safety while reducing future maintenance costs.

Parsons' revised design from the original concept provided by VDOT resulted in cost and schedule savings while reducing future maintenance of the structure to VDOT. The overall result was a safer and nearly maintenance-free facility at 70% of the originally estimated cost. Parsons also obtained all required environmental permits and certifications ahead of schedule.

Parsons identified opportunities for redesign in the initial plans. As a result, we redesigned the alignments to provide proper vertical clearance, minimize utility impacts, and reduce the overall number of construction phases, resulting in improved safety and reduced costs. The design for the pedestrian bridge was coordinated with the City of Alexandria to maximize safety and function. City requirements were satisfied by placing the bridge close to the roadway structure, installing enhanced lighting, and incorporating additional security elements. Aesthetic considerations were incorporated to ensure the structure was in keeping with the context of the area.

As with most urban projects, the public ROW was very constrained. The original concept required acquisition of 12 parcels, as well as permanent and temporary easements. Parsons was able to eliminate the need for 50% of these. The remaining six ROW acquisitions underwent careful planning and successful negotiations to avoid impacts to the scheduled opening of the project.

MILITARY HIGHWAY WIDENING AND CONTINUOUS FLOW INTERSECTION

Virginia Department of Transportation | Norfolk, VA | $5,982,765 (design)

The $59,833,333 project is located along Military Highway (US Route 13 and State Route 165) and Northampton Boulevard (US Route 13) and Princess Anne Road (State Route 166) in the City of Norfolk, Virginia. Along Military Highway, the project extends approximately 1.58 miles.

The project includes the installation of continuous flow intersection (CFI) elements along Military Highway, near the Norfolk Airport, in a very urban area that is lined with businesses on each side of the roadway. The CFI elements will direct the left turning vehicles on Military Highway (which would otherwise conflict with the opposing through movement) away from the main intersection. Vehicles turning left will cross over conflicting through traffic at signalized locations several hundred feet in advance of the main intersection. These left turning vehicles can then proceed through the main intersection at the same time as opposing through vehicles without conflict at the main intersection. The elimination of the left-turn phase improves the safety and efficiency of the main intersection.

Specific elements of the project include:

- Full concrete pavement demolition and replacement
- No long-term lane closures
- Roadway widening
- Maintenance of traffic queue monitoring with VISSIM modeling predictions
- Utility undergrounding (all utilities on poles including Dominion Power, L3 Communications, Cox Communications, and Verizon)
- Water and sewer relocations including protection of the main 30-inch feeder line for the area which is over 60 years old and fragile
- Replacement of a major double box culvert in a tidal stream on poor compressible soils
- Very tight settlement requirements that require wick drains prior to construction
- Very flat, tidal region/terrain with a high water table
- Multiple storm water basins with some in contaminated soils and potentially ground water
- More than 30 right-of-way acquisitions to be done by the design-build team with nine full acquisitions to be done by the owner
- More than 30 utility easements to be acquired by the design-build team
- Coordination with a railroad crossing widening within the limits of the project (to be done by others)
- Noise analysis report and walls
- Underpass of I-64 to be widened by adding lanes without lengthening the structure
- Correction of the clearance under the I-64 bridge by lowering the roadway profile.

TEAM PERSONNEL

(d) Provide the names, prior experience, addresses, telephone numbers and e-mail addresses of persons within the firm or consortium of firms who will be directly involved in the project or who may be contacted for further information.

THOMAS HEIL, P.E., DBIA — *DESIGN-BUILD PROJECT MANAGER (DBPM)*

38 Years Experience

Education/Training:
University of Maine, B.S., Civil Engineering

University of Maryland, M.S., Civil Engineering

VA Professional Engineer #0402044111

Contact Information:
804.290.8536
tom.heil@allanmyers.com
12500 Fair Lakes Cir #150
Fairfax, VA 22033

Tom serves as Myers' Director of Design-Build (DB) and is fully integrated with all Myers' DB efforts, coordinating design and construction throughout the pursuit, bid preparation, and execution phases. His combined design and construction experience elevates his scrutiny of the design, construction, and QA/QC to ensure we meet all contractual obligations and deliver a functional, constructible, and safe project. He takes immediate action to resolve potential hazards and adhere with Myers' stringent safety standards. Tom models a partnering approach to design and construction for all team members and is committed to proactive dispute resolution and contingency planning.

Tom has served in multiple roles on a variety of DB projects of different size and complexity, including DBPM, DB Integrator, and RCE on more than 12 design-build projects. Tom leads our efforts on the I-95 and Route 123 Progressive Design Build, VDOT's first alternative delivery contract of its kind.

RELEVANT PROJECTS:

- **VDOT I-66 Outside the Beltway P3**: DB Integrator
- **VDOT I-95 and Route 123 Progressive DB**: DBPM
- **VDOT Rolling Road/Franconia Springfield Parkway Interchange Improvements DB**: DBPM
- **VDOT I-95 and Temple Avenue Interchange DB**: Myers Design Manager
- **I-64 VDOT Segment II DB**: Responsible Charge Engineer

LAURIE BRYAN, P.E, ASSOC. DBIA — *CONSTRUCTION MANAGER*

17 Years Experience

Education/Training:
Virginia Tech, B.S., Civil Engineering

MD Professional Engineer #46852

Virginia State Water Control Board RLD20052

VDOT ESCCC 2-00783

Contact Information:
610.721.0727
laurie.bryan@allanmyers.com
12500 Fair Lakes Cir #150
Fairfax, VA 22033

Laurie manages all aspects of her projects, including planning and scheduling work activities; coordination with the owner and other stakeholders, design consultants, and private utility owners; and public outreach for all phases of construction. She oversees construction activities to ensure project delivery that meets or exceeds all QC expectations, ensuring the materials used and work performed meet contract requirements and approved-for-construction plans and specifications. She is on site for the duration of construction operations to ensure that the schedule and budget meet or exceed project requirements. Laurie has been responsible for the construction of three DB projects over the past six years.

Laurie applies her educational and professional background in engineering, having started her career with Myers as a Project Engineer. As her career has progressed, she has added QC expertise and a proven track record of successful collaboration with her colleagues listed in this submission.

RELEVANT PROJECTS:

- **VDOT I-66 Outside the Beltway P3**: Project Manager
- **Fairfax County Wiehle Avenue at Washington & Old Dominion Trail Pedestrian Improvements**: Project Manager

FRANK QUAGLIATA, P.E. — *DESIGN-BUILD INTEGRATOR*

20 Years Experience

Education/Training:
New Jersey Institute of Technology, B.S., Civil Engineering

VA Professional Engineer #0402044307

Contact Information:
703.479.4721
frank.quagliata@allanmyers.com
12500 Fair Lakes Cir #150
Fairfax, VA 22033

Frank draws on experience that spans both design and construction disciplines as well as the owner's GEC representative, and he applies this varied industry experience to deliver DB project success. He served as MOT Engineer on Phase 1 of the Dulles Corridor Metrorail Project (Silver Line) megaproject, where he developed and implemented traffic solutions to expedite construction of five new Metrorail stations and other improvements. As Traffic Control Manager on the I-66 Outside the Beltway megaproject, Frank established strong working relationships with key Myers team members Ivan Saer, Tom Heil, Laurie Bryan, and Brad Bushey.

With 20 years of experience improving Virginia's most complex roadways, Frank currently supports the Myers team on the I-64 Hampton Roads Express Lanes Segment 1A and I-64 GAP Segment C DB efforts. There he continues to draw on his extensive roadway and MOT design and construction experience to maximize our design-build process and prioritize safe, innovative solutions under the DB model.

RELEVANT PROJECTS:

- **VDOT I-66 Outside the Beltway**: Traffic Control Manager
- **VDOT I-64 Hampton Roads Express Lanes Segment 1A Design-Build**: DB Integrator
- **VDOT I-64 GAP Segment C Design-Build**: DB Integrator

IVAN SAER, P.E., DBIA — *EXECUTIVE COMMITTEE*

29 Years Experience

Education/Training:
Virginia Tech, M.S.,
Civil Engineer

Pontificia Universidad Javeriana, B.S., Civil Engineering

VA P.E., #046577

DBIA Professional

VA DCR RLD Certification#40428

VDOT ESCC #3-00141

Contact Information:
571.437.5425
ivan.saer@allanmyers.com
12500 Fair Lakes Cir #150
Fairfax, VA 22033

Ivan currently serves as the Vice President of Alternative Delivery at Allan Myers. He has more than 29 years of construction management experience including some of Virginia's most complex transportation projects. He is responsible for managing all aspects of his projects including pre-construction planning; planning/scheduling work activities; construction engineering; submittals; pay estimates; coordination with subcontractors, suppliers, and stakeholders; customer satisfaction; and safety for all phases of construction. Ivan monitors the construction schedule to ensure project milestones are achieved, production goals are met, and additional resources are provided when necessary. He oversees construction quality control and ensures all material used and work performed meets or exceeds contract requirements and AFC plans and specifications. Committed to delivering superior construction management, Ivan will earn his Executive M.B.A from Darden School of Business in May 2025.

RELEVANT PROJECTS:

- **VDOT I-66 Outside the Beltway P3**: Construction Manager
- **VDOT Rolling Road/Franconia Springfield Parkway Interchange Improvements DB**: Construction Manager
- **VDOT Walney Road Bridge Replacement and Road Widening**: Construction Manager
- **Saintsbury Drive and Vienna Metro Improvements**: Construction Manager

BRAD BUSHEY, P.E., DBIA — *LEAD ESTIMATOR*

13 Years Experience

Education/Training:
Pennsylvania State University, B.S., Civil Engineering

Contact Information:
571.437.6163
brad.bushey@allanmyers.com
12500 Fair Lakes Cir #150
Fairfax, VA 22033

Brad oversees the development, assessment, and validation of all aspects of cost proposals. He is responsible for cost accuracy and constructability of all estimates, preconstruction risk assessment, and final cost tracking.

Brad reviews proposal specifications and drawings, oversees preparation of lists of bid items and quantities, attends pre-bid meetings, and assesses contract documents to confirm a complete, accurate scope of work. Brad also works with vendors and subcontractors; discusses and obtains appropriate quotes in coordination with the Purchasing Department; and interfaces with the owner, architect/engineer, and subcontractors to provide engineering and cost data to confirm project feasibility. Paul applies his decades of experience on a variety of heavy civil contracts to oversee and coordinate quantity takeoff, review the direct cost estimate, and analyze alternate construction methods that provide the most accurate and competitive cost feasible for construction.

Brad draws on more than a decade of on-site engineering and construction management expertise to deliver the disciplined estimating required on a DB contract. Brad has proven this success on the Virginia Department of Transportation's first-ever PDB contract, the I-95 and Route 123 Interchange, as well as on several DB contracts.

RELEVANT PROJECTS:

- **VDOT I-95 and Route 123 Progressive DB**: Lead Estimator
- **VDOT I-66 Outside the Beltway P3**: Estimator
- **VDOT I-64 GAP Segment C DB**: Estimator

JOSH WADE, PE — *DESIGN MANAGER*

30 Years Experience

Education/Training:
University of Maryland, MBA
University of Maryland, B.S., Civil Engineering
VA Professional Engineer #0402032924
Remote Pilot, FAA

Contact Information:
571-655-8122
joshua.s.wade@parsons.com
5875 Trinity Parkway, Centreville, VA 20120

Josh has civil engineering design and management experience involving all aspects of transportation planning, preliminary engineering, and final design. He has been the design manager for multiple award-winning design-build projects, including $560 Intercounty Connector Contract B in Maryland that included a SPUI interchange, the Route 7 / Battlefield Parkway SPUI project in northern Virginia and the I-64/Route 15 (Zion Crossroads) Interchange, the first diverging diamond interchange in Virginia. He has managed traditional design jobs, including the Bike Station at Union Station in Washington, DC, and has overseen task order contracts for the Federal Highway Administration, the Virginia Department of Transportation, Prince William County, Loudoun County and Fairfax County.

Josh has a proven track record of meeting and beating project schedules and budgets and has presented on innovative interchanges at multiple conferences. He also served on the Virginia Transportation Construction Alliance Design Build Committee for over six years and is a certified drone pilot.

RELEVANT PROJECTS:

- **Route 7/Battlefield Parkway Interchange DB:** Design Manager
- **I-64 Southside Widening and High Rise Bridge Phase 1:** Design Manager
- **I-64 / Route 15 (Zion Crossroads) Interchange Modification (DDI) DB:** Design Manager
- **Military Highway Widening and Continuous Flow Intersection:** Design Manager
- **I-395 High-Occupancy Vehicle Ramp and Auxiliary Lane at Seminary Road DB:** Design Manager

ERIK DULL, P.E. — *ROADWAY DESIGN LEAD*

PARSONS

22 Years Experience

Education/Training:
Virginia Polytechnic Institute and State University, B.S., Civil Engineering

VA Professional Engineer #0402052210

Contact Information:
571.302.2035
erik.dull@parsons.com
5875 Trinity Parkway, Centreville, VA 20120

Erik's diversified design management experience includes scheduling; staff planning; budgeting; developing standards and criteria; coordination with survey, environment, geotechnical, utility relocation, and right-of-way acquisition; design quality control and assurance; roadway planning and final design, shared use paths and sidewalks, signing and pavement markings, maintenance of traffic, drainage and stormwater management, and easements; preparing bid documents; and providing construction administration services. His hands-on approach develops trust between the design team and clients, stakeholders, and the public. He has also led post-design construction support , ensuring continuity from project development to street acceptance.

Erik's experience includes work on large DB and design-bid-build projects, ranging from localized sidewalk enhancements billion-dollar infrastructure improvement projects throughout Northern Virginia and the mid-Atlantic. Erik has worked on projects for the Virginia Department of Transportation, Fairfax County, the Loudoun County Department of Transportation and Capital Infrastructure, and the Maryland State Highway Administration.

RELEVANT PROJECTS:

- **VDOT, Boundary Channel Drive at I-395:** Design Manager
- **Fairfax County Department of Transportation, Route 28 (Centreville Road) Widening:** Design Manager
- **Loudoun County Department of Transportation and Capital Infrastructure, Route 7/690 Interchange:** Project Manager
- **VDOT, Route 7 Corridor Improvements**: Assistant Design Manager, Lead Roadway Design Engineer

NICHOLAS (NICK) HARRIS, P.E. — *STRUCTURES DESIGN LEAD*

PARSONS

Years' Experience:
18 Years

Education/Training:
George Mason University, M.S., Civil and Infrastructure Engineering

University of Maryland - College Park, B.S., Civil Engineering

VA Professional Engineer #0402052512

Contact Information:
571.269.8627
nicholas.harris@parsons.com
5875 Trinity Parkway, Centreville, VA 20120

Nick is a bridge engineer with professional experience in transportation infrastructure design and construction, including transportation planning and feasibility studies, preliminary and final design services, and construction-phase review services in the highway, rail, and transit markets.

Nick's technical areas of expertise include designing and analyzing straight and curved steel girder bridges, complex steel bridges, and prestressed concrete bridges. He is an expert in global 3D finite element modeling for bridge analysis and design and has experience with complex fracture and fatigue analysis, segmental construction and post-tensioning, long-span bridge technology, bridge rehabilitation, constructability, and cost estimating.

RELEVANT PROJECTS:

- **PWC DOT, Occoquan Greenway Feasibility Study:** Lead Structural Engineer
- **DDOT, I-395 High-Occupancy Vehicle Bridge Rehabilitation:** Senior Structural Engineer
- **VDOT, I-64 Southside Widening and High Rise Bridge Phase 1:** Lead Structural Engineer
- **VDOT, Route 7/Battlefield Parkway Interchange DB:** Lead Structural Engineer
- **VDOT, Fredericksburg Bridge Bundle DB:** Bridge Engineer

PIYUSH RADADIYA, P.E. — *MOT DESIGN LEAD*

PARSONS

26 Years Experience

Education/Training:
Gujarat University, India, M.S., Civil Engineering

Saurashtra University, India, India, B.S., Civil Engineering

VA Professional Engineer #0402060635

VDOT Advance Work Zone Traffic Control Training, Guardrail Installers Training (GRIT): Inspector and Designer Version

Contact Information:
703.218.1083
piyush.radadiya@parsons.com
5875 Trinity Parkway, Centreville, VA 20120

Piyush has extensive experience in positions ranging from design engineer to project manager on a variety of projects, including roadway and bridge, drainage improvement, hydrologic and hydraulic analysis, landfill, and other design projects. His responsibilities have included interacting with clients; managing client relations; attending plan reviews, progress meetings, and public meetings; preparing presentations and comment responses; tracking project schedules; and producing project deliverables on time. Piyush has also provided technical guidance to staff engineers and design teams on roadway, drainage, stormwater management, erosion and sediment control, maintenance of traffic, signing and pavement marking design; specifications preparation; and cost estimating. He is a Bentley Accredited Civil User: Basic Road Design Modeling with OpenRoads Designer.

Piyush has extensive experience in designing roadway geometrics, roundabouts, intersections, maintenance of traffic, signing and pavement marking, and in preparing specifications and cost estimates.

RELEVANT PROJECTS:

- **District Department of Transportation, I-395 High-Occupancy Vehicle Bridge Rehabilitation:** MOT Design Lead
- **VDOT, Virginia Department of Transportation, I-64 Southside Widening and High Rise Bridge Phase 1:** Roadway Design Lead
- **VDOT, Military Highway Widening and Continuous Flow Intersection:** Roadway Engineer
- **District Department of Transportation, Benning Road Reconstruction and Streetcar Project:** Lead Roadway Engineer

MATT WILLEMS, PE — *DRAINAGE DESIGN LEAD*

PARSONS

29 Years Experience

Education/Training:
University of Maryland – College Park, B.S., Civil Engineering

VA Professional Engineer #0402036144

Contact Information:
301.351.7067
matt.willems@parsons.com
5875 Trinity Parkway, Centreville, VA 20120

Matt has extensive engineering experience with an emphasis on stormwater management, sediment control, and drainage design. He is familiar with environmental permitting for stormwater management, erosion and sediment control, and work in wetlands, waterways, and floodplains. In addition, Matt has significant nationwide design-build leadership experience for various transportation clients throughout the United States, including the Virginia Department of Transportation. Matt has provided full site design services including stormwater management, erosion and sediment control, site utility extensions and relocations, site layouts, and grading.

RELEVANT PROJECTS:

- **VDOT, I-64 Southside Widening and High Rise Bridge Phase 1:** Drainage Construction Engineer
- **VDOT, Route 7/Battlefield Parkway Interchange DB:** Drainage Quality Control Manager
- **MD Department of Transportation State Highway Administration, US 219 Relocation:** Lead Water Resources Engineer
- **FHWA and VDOT, US 1 DB Improvements at Fort Belvoir:** Environmental Compliance Manager
- **Kansas Department of Transportation, US 69 Express Lanes DB :** Drainage Quality Control Manager

POINTS OF CONTACT

Thomas Heil, PE, DBIA
Director of Design-Build
tom.heil@allanmyers.com
571-485-0387

Joshua Wade, PE
Vice President
joshua.s.wade@parsons.com
571-655-8122

AUDITED FINANCIALS

(e) Provide a current or most recently audited financial statement of the firm or firms and each partner with an equity interest of twenty percent (20%) or greater.

Allan Myers' most recent audited financials are included in a separate sealed envelope with this proposal. Please be advised that that this information is confidential and proprietary information that is exempt from disclosure.

OBLIGATION TO DISQUALIFY FROM PARTICIPATION

(f) Identify any persons known to the proposer who would be obligated to disqualify themselves from participation in any transaction arising from or in connection to the project pursuant to the Virginia State and Local Government Conflict of Interests Act, Virginia Code § 2.2-3100 et seq.

In accordance with the Virginia State and Local Government Conflict of Interests Act, Virginia Code § 2.2-3100 et seq., we do not know of anyone that is part of the Myers or Parsons teams that would be required to disqualify themselves from participation in this Project.

QUALIFIED WORKFORCE

(g) Identify the proposed plan for obtaining a sufficient number of qualified workers in all trades or crafts required for the project.

A QUALIFIED SELF-PERFORMING CONTRACTOR

Allan Myers employs more than 2,400 construction professionals as a leading self-performing contractor in the Mid-Atlantic region. More than 625 of our employees are Virginia residents, including 110 who live in Northern Virginia. With this depth of resources, Myers anticipates self-performing most of the construction work for the Project, with support from our network of subcontractors and suppliers to meet Disadvantaged Business Enterprise (DBE) goals and perform specialty work. Our Team's ability to self-perform all major construction elements, asphalt supply and paving capabilities, and design expertise in all project elements provides greater control over production efficiencies, schedule, quality, and safety—helping us to deliver projects that that are "Better, Faster, and Safe." Our internal training programs (through "Allan Myers University") combine with industry partnerships to empower our craft workforce with the expertise necessary to perform their jobs safely and efficiently.

This commitment begins on every new hire's first day and continues throughout every employee's career at Allan Myers. Nearly 600 employees have worked with Allan Myers for over 10 years. This engaged and tenured workforce is grounded in our safety culture and commitment to incident and injury-free construction. In addition,

our employees attend extensive training and critical skill developed through classroom training, on-the-job training, industry training, and apprenticeship programs. Safety specific training includes OSHA 30-hour, OSHA 10-hour, hazard communication, excavation competent person, fall protection, confined space entry, crane safety, rigging, traffic control/flagging, and first aid/CPR. Our retention statistics exceed the industry average for skilled craft professionals as well as project management personnel. Our hiring and crew assignment processes assess each individual's skill sets to make sure we assign the right individuals to the right work elements. On-the-job training programs support skill development and retention and reinforce classroom training exercises.

Allan Myers provides a great place to work with competitive pay and benefits programs and implements rules and practices that treat employees with dignity and equality. Our company provides craft professionals with the tools to invest in their own future. Worker training and critical skill development are enhanced by pre-employment skills assessments, classroom training, on-the-job training, industry training programs, and apprenticeships for new hires and entry level workers.

New hire orientation introduces employees to our Home Safe Tonight safety culture. During orientation, employees review Myers' Guide to Safe Work Principles, which covers 22 principles crucial to worker safety. These principles put our corporate HASP into simple terms and explain what those policies and procedures mean for each individual work assignment. The Guide to Safe Work Principles also includes the four focus hazards (falls, struck by, caught between, and electrical) and treats those hazards as what we refer to as "NEVER NEVERs". Depending on an individual work assignment, orientation may also include defensive driver training, commercial motor vehicle training, temporary traffic control training, fall protection, excavation safety, utility locating, and/or confined space. New hires are also paired with a mentor on their crew and our HSE team conducts field follow up training.

During the winter months, Allan Myers conducts comprehensive new and refresher training for all employees for topics including temporary traffic control, rigging, signaling, first aid/CPR, and defensive driver. This training is also conducted on an as-needed basis during hiring and peak production seasons. This past winter, more than 660 people attended specific task-related training including a combination of classroom and hands on approaches.

To further support career growth and career path development, Myers has launched a craft development program to help develop the skillsets needed for five of our most critical positions: carpenters, CDL drivers, equipment operators, field managers, and HSE professionals. This program helps our company to grow the next generation of craft professionals and field leadership. We also leverage strong relationships with VDOT, ABC, AGC, and other local associations to complement our in-house efforts with joint training programs.

WORKING LOCAL

Allan Myers will lead the Project from its office in Fairfax, VA, less than 15 miles from the Route 234 and Sudley Manor Drive Interchange. Parsons will conduct the majority of its design work from its Centreville Office, just 10 miles from the Project site. Our Team members live and work along the Prince William Parkway and have a personal stake in the Project's success. With our design and construction staff located in close proximity to one another and the Project, we will be able to maximize our in-person interaction within our Team, with Prince William County, and with the Project site.

Allan Myers Fairfax Office
12500 Fair Lakes Cir #150
Fairfax, VA 22033

Parsons Centreville Office
5875 Trinity Pkwy #300
Centreville, VA 20120

SWORN CERTIFICATION

(h) For each firm or major subcontractor that will perform construction and/or design activities, provide a sworn certification by an authorized representative of the firm attesting to the fact that the firm is not currently debarred or suspended by any Federal, State, or Local governmental entity.

Allan Myers VA, Inc., has not been debarred and is not currently debarred or suspended by any federal, state, or local government entity.

By: _____

Aaron T. Myers, Executive Vice President of Operations

Parsons has not been debarred and is not currently debarred or suspended by any federal, state, or local government entity.

By: _____

Joshua Wade, P.E., Vice President

02 PROJECT CHARACTERISTICS

02 PROJECT CHARACTERISTICS

PROJECT DESCRIPTION

(a) Provide a description of the project, including the conceptual design. Describe the proposed project in sufficient detail so that type and intent of the project, the location, and the communities that may be affected are clearly identified.

In its February 2023, report, the VDOT Strategically Targeted Affordable Roadway Solutions (STARS) Program (which develops comprehensive, innovative transportation solutions to improve congestion and solve traffic and safety challenges in the State of Virginia) proposed improvements to the intersection of Route 234 (Prince William Parkway) at Sudley Manor Drive, including modifications to the intersection of Prince William Parkway and Wellington Road. Northern Virginia Transportation Authority (NVTA) awarded funding in its FY 2024 – 2029 Six Year Program, submitted July 20, 2023.

Heavy Traffic in the Project Area

Prince William County is Virginia's second-most populated county and has consistently outpaced population growth estimates, bringing more traffic to every corner of the county. The STARS report notes the annual average daily traffic (AADT) volume in the project area "ranges from approximately 14,000 vehicles per day to 50,000 vehicles per day, with approximately 3%-8% heavy vehicles" (STARS Report Section 2.1.1). With such busy daily use, the project design must provide forward-thinking solutions for continued growth, while construction must minimize impacts to traffic and deliver long-term quality and efficient lifecycle costs. The previous STARS Study by VDOT, published in 2018, showed the current levels of service for the project to be failing with LOS of D*/F and delays per vehicle of surpassing 2100 seconds or 36 minutes. In addition, the study found that the Sudley Manor Drive/Wellington Road portion of the corridor witnessed the highest number of accidents.

Project Design

Several potential solutions were evaluated to improve safety and operations while minimizing environmental impacts and impacts to adjacent ROW. After the initial analysis, PWC, VDOT, and NVTA have designated the intersection to be designed and constructed as a SPUI. Separate improvements on the Prince William Parkway and Sudley Manor Drive will maintain the flow and access of traffic on the Prince William Parkway.

The project will increase capacity and reduce congestion along this important corridor. This location was reviewed under the VDOT STARS program and further refined for submission to NVTA.

Wellington Road will ultimately be bridged over Prince William Parkway and access to Prince William Parkway from Wellington Road will be diverted to the Prince William Parkway and Sudley Manor Drive intersection to improve operations. An alternative at-grade option at Wellington Road may be identified. The approved Innovation Town Center includes proffered improvements to construct a signal at Hornbaker Road/Wellington Road, as well as realign Bethlehem Road at the ultimate location as proposed by the interchange concept to leverage private funding. New signals are being proposed as part of the overall interchange design.

The proposed concept, SPUI Interchange at PWP and Sudley Manor Drive, grade separated Wellington Road, and intersection improvements along Sudley Manor Drive, improve level of service in the area network, maintain desired spacing between intersections and decision points, and reduce conflict points thus reducing the number of overall accidents. Additional adjustments to intersections and signal timing and restricted turning movements will need to be reviewed to optimize traffic operations and access to existing and future land uses.

Commitment to the Project and to Innovation

The Myers Team commits to the vision set by the partnership of PWC, VDOT, and NVTA. We will also maximize the value of the design-build delivery model to drive innovative design solutions and construction means and methods that improve conditions for motorists and lessen impacts to the community and stakeholders.

COUNTY-PERFORMED WORK

(b) Identify and fully describe any work to be performed by the County or any other public entity.

Myers expects Prince William County (PWC) to serve as the Project owner, a collaborative partnership in the DB process. We request PWC's formal partnering (progress meetings, design reviews and approvals, and collaborative outreach efforts) and informal partnering through routine and open communication. Our goal is to build an atmosphere of transparency and trust throughout the design and construction of the Project.

We recommend formal partnering workshops with a third-party facilitator for design kickoff, design completion/construction kickoff, and mid-construction to strengthen the project team's coordination during these key milestones. We encourage the inclusion of key project stakeholders—identified, with roles and expectations defined and participation secured, in collaboration with PWC—in the formal partnering process to voice expectations and mutually agree on a plan to meet them. Informal partnering meetings will include monthly team progress meetings and weekly coordination meetings. Specific roles for the County and other entities include:

PRINCE WILLIAM COUNTY

Prince William County (PWC) will provide the Allan Myers Team with records of all communications with stakeholders to date and facilitate the inclusion or handoff of communications going forward. For acquisition costs of right-of-way for this project, our Team will assign Right-of-Way Coordinator Erin Smith to assist with the acquisition. If Prince William County is unable to secure the necessary land rights, we will prepare and provide to the County acquisition plats to condemn property as necessary to keep the Project on schedule.

Myers will coordinate between PWC and VDOT to secure their review and approval of plans, resolve utility issues, and perform field IA/IV testing and inspection while Myers provides QA/QC, per typical PWC procedure. We understand this includes a quality assurance manager, office engineer, inspectors, and testing technicians.

VDOT

The Myers Team will follow VDOT DB standards and coordinate with VDOT as well as the Commonwealth Transportation Board (CTB) to obtain approval of revisions to the Limited Access Line. Our Team will also coordinate with VDOT and Federal Highway Administration (FHWA) for feasible and reasonable noise walls necessitated by the construction of the Project. We will coordinate with VDOT Northern Virginia Location & Design and Traffic Engineering staff to process the Interchange Access Report (IAR) and obtain VDOT approval.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (NVTA)

The Myers Team will support the County with regular updates and communications to NVTA to satisfy the requirements of the secured funding. Our Team will coordinate with VDOT Northern Virginia Location & Design and Traffic Engineering staff to process the IAR and obtain VDOT approval.

UTILITY PROVIDERS

Our Team's research indicates that relocation of the existing Williams Pipeline gas lines within the project footprint may be required. The Team will coordinate the proposed roadway improvements with Williams Pipeline and mitigate any impacts to the greatest extent possible.

During the conceptual phase, our Team's research also indicates fiberoptic, communications, sewer, gas, water, and electric utilities within the project limits. Our Team will coordinate with these utility providers to confirm potential impacts and implement avoidance measures to the greatest extent feasible.

PERMITTING AND APPROVALS

(c) Include a list of all Federal, State, and County permits and approvals required for the project and a schedule for obtaining such permits and approvals.

The Myers Team recognizes that securing environmental permits and maintaining compliance is critical to the project schedule and reducing overall risk to the Project. Our Team will coordinate with regulatory agencies to obtain authorization for impacts to wetlands and other waters of the U.S. that may result from the proposed project. Parsons recently completed environmental studies for the Prince William Parkway (Route 234) interchanges with Balls Ford Road and Brentsville Road and is intimately familiar with the process and the permits and approvals. The following permits, approvals, and coordination will be required. A comprehensive schedule that includes the schedule for obtaining permits and approvals is included in *Section 03* of this proposal.

Figure 02.1: Overview of Required Permits/Approvals

Agency	Permit/Approval Required	Activity/Notes
FEMA	Letters of Map Revision	H&H analyses and floodplain studies, as needed.
FHWA	FHWA FONSI Concurrence for NEPA	Coordination to obtain concurrence for the project per FHWA 1994 Final SEIS covering the project area. Our experience with Balls Ford Road and Brentsville Road Interchanges indicates an Environmental Studies document describing any environmental impact changes would be appropriate NEPA documentation.
USACE	Section 404, Clean Water Act Permit	Permits for stream and wetland impacts. Triggers compliance with other requirements such as Section 7, Endangered Species Act and Section 106, National Historic Preservation Act.
USFWS	Section 7 ESA & Fish and Wildlife Coordination Act	Coordination for any changes in potential impacts to federally listed T&E species and comment requests for permit coordination.
USEPA	Section 404(c) CWA	Oversight of USACE program and permit application comments.
VDEQ	9 VAC 25-680	Stream and wetland impact permits and ESC approvals.
VMRC	Title 28.2, Chapter 13	Clearinghouse for JPA submission and potentially issue No-VMRC-Permit Required determination
VADCR	9 VAC 25-180 T&E species (database search)	Involved with the Section 404 CWA and 9 VAC 25-680 processes.
VDOT	NEPA Re-evaluation	Involved with NEPA studies efforts and other permit processes (e.g. Section 7 consult with USFWS and DEQ ESC submittals).
VDACS	T&E species (plants and insects)	Involved with the Section 404 CWA and 9 VAC 25-680 processes.
VDWR	T&E species	Involved with the Section 404 CWA and 9 VAC 25-680 processes.
VDHR	Archaeological and Historic Resources	Involved with NRHP eligibility determinations for historic properties and determinations of effect on such properties.

ADVERSE PROJECT IMPACTS

(d) Identify any anticipated adverse social, economic, environmental, and transportation impacts of the project measured against the County's comprehensive plan, and applicable County ordinances, design and construction standards, and policies. Specify the strategies or actions to mitigate known impacts of the project.

SOCIAL IMPACTS

While there are no significant adverse social impacts expected with this project, the public participation process will likely be an intense effort to ensure that the traveling public and those who will be impacted by the project are in general agreement with the proposed solution. Since a large portion of right-of-way was previously secured for the ultimate interchange, there will be little to no right-of-way acquisition. The Myers Team will support the County's public outreach efforts to create and maintain a positive public perception of the project improvements and promptly address comments or concerns of the community and local residents.

ECONOMIC IMPACTS

There are no significant adverse economic impacts expected as result of this project. Construction of the new interchange will require temporary traffic shifts and road closures which could impact area businesses. However, this area does not have many businesses that are accessed near the proposed interchange thus any economic impact will be minimal. To prevent potential adverse impacts, the Myers Team will proactively coordinate any necessary access modifications or limitations and accommodate any requests to the extent practical.

ENVIRONMENTAL IMPACTS

Based on a preliminary assessment, it is anticipated that the Project will result in permanent impacts to streams and wetlands. It is not anticipated that the Project will impact threatened and endangered species. Further research into the presence of a cemetery within the limits of the Project indicates that this site is not eligible for the National Register of Historic Places (NHRP), however, the Project is associated with the Limstrong Historic District. Although VDHR notes that it is not eligible for NHRP, there is a possibility of an archaeology site that is very close to the proposed STARS design concept. As such, our Team will partner with VDHR with early and frequent coordination to mitigate schedule delays and prevent impacts to historic properties.

TRANSPORTATION IMPACTS

Construction will incur impacts on the general traveling public. The Myers Team will consider maintenance of traffic in all conceptual design plans and determine the most efficient way to construct the Project with as little impact to the public as possible. Preparation and implementation of detailed TMP plans help the team react to changes in traffic patterns that result by optimizing solutions to further reduce delays and impacts wherever possible.

POSITIVE PROJECT IMPACTS

(e) Identify the projected positive social, economic, environmental, and transportation impacts of the project measured against the County's comprehensive land use plan and applicable County ordinances, design and construction standards, and policies.

The Project's projected positive social, economic, environmental and transportation impacts are consistent with the County's comprehensive land use plan. Design and construction of the proposed improvements will be performed in accordance with all applicable County ordinances, standards, and policies.

POSITIVE SOCIAL IMPACTS

The Prince William County Comprehensive Plan notes, "A well-functioning transportation system in Prince William County is essential to ensure the efficient movement of people and goods, maintain the quality of life, and provide for economic growth." This Project serves to fulfill the County's intent by improving area mobility and providing safer and more efficient ways to move people and goods within the County as well as regionally. This Project supports several Transportation Action Strategies as stated in the Comprehensive Plan, notably:

- Support policies that increase safety for all transportation modes.
- Strive to reach targeted level of service (LOS) goals set for all transportation modes and achieve consistent travel times to destinations for mode users.
- Provide a variety of trip mode options aimed at reducing the potential travel time required to make a trip.
- Improve and maintain transportation mode accessibility for all citizens.
- Ensure the capacity of the transportation network is sufficient to meet the demands placed upon it for both weekday and weekend conditions.

Additionally, this Project proposes to improve pedestrian and bicycle access by providing new facilities that will encourage the use of alternative transportation in the form of walking and cycling.

POSITIVE ECONOMIC IMPACTS

The Comprehensive Plan notes a desire to facilitate economic growth in the County. Not only will this Project improve the transportation network and allow vehicles to travel more efficiently from one area of the County to another, it will also provide a more stable and reliable roadway network that will make the County more attractive to new businesses looking to locate within the County.

POSITIVE ENVIRONMENTAL IMPACTS

By including accommodations for pedestrians and bicycles with sidewalks and shared use paths that encourage alternative modes of transportation, the Project will reduce the number of vehicles on the transportation network, improving air quality and providing a net positive environmental impact. The Project will also improve aging infrastructure and reduce maintenance and future construction projects.

POSITIVE TRANSPORTATION IMPACTS

This Route 234 and Sudley Manor Drive Interchange has been identified by the County as a critical transportation project to improve capacity, mobility, and safety for County residents as well as the traveling public. As noted in the social impacts, the improvements will provide enhance the transportation network with reduced travel times and increased efficiency in traveling through the County. These positive impacts are further detailed in *Section 03* of this proposal (*Risk Factors and Approach*).

PROPOSED PROJECT SCHEDULE

(f) Identify the proposed schedule for the work on the project, including sufficient time for the County's review, any State department or agency review, and the estimated time for completion.

The Myers Team has formulated a preliminary schedule for the design and construction phases of the Project (proprietary, in *Section 03*). The schedule encompasses estimated durations for important activities, including Permitting, Right-Of-Way acquisition, utility relocation, and review. The construction portion of the schedule is based on historical averages and multiple self-perform crews performing many of the major scopes of work identified in our preliminary plan.

RISK AND LIABILITY

(g) Propose allocation of risk and liability, and assurances for timely completion of the project.

The Myers Team will bear liability for both the design and construction aspects of the Project, excluding governmental approvals/permits required for the Project. All elements of design for the Project will be submitted to Prince William County and VDOT for review and approval prior to construction. Allan Myers, VA, Inc. will be responsible for liability arising out of the performance of its services and will hold Parsons responsible for performing the design to meet the contract requirements of the Project. Subcontractors and subconsultants will bond and insure their element of work for this project.

Assurances for timely completion of the Project are further addressed in *Section 03* due to the proprietary nature of the costs, schedule, and associated risks.

ASSUMPTIONS

(h) State all assumptions related to ownership, legal liability, law enforcement, and operation of the project, and the existence of any restrictions on the County's use of the project.

PROJECT OWNERSHIP
The Project will be delivered to the County pursuant to the completion of construction for acceptance by VDOT. The Myers Team will maintain ownership of the project limits by permit throughout the construction process.

LEGAL LIABILITY
The Myers Team will assume the legal liability associated with the performance of its work. Once the Project is delivered and accepted by Prince William County, the County will assume all legal liabilities.

LAW ENFORCEMENT
Virginia State Police and Prince William County Police will continue to patrol and take responsibility for law enforcement within the project limits throughout construction.

OPERATION OF THE PROJECT
The Myers Team will maintain existing traffic operations as dictated by the sequence of construction and transportation management plan during construction of the project improvements. VDOT will be responsible for the operation and maintenance of the Project following acceptance.

RESTRICTION OF COUNTY USE
We do not anticipate any restrictions on the County's use of the Project.

PHASED OPENINGS

(i) Provide information relative to any phased opening(s) of the proposed project.

The project will be constructed in three major phases for each of the three major roadways. Therefore, Sudley Manor Drive, Wellington Road, and Route 234 Prince William Parkway will be scheduled relatively independently of each other through the three phases noted below. Our preliminary schedule (*Section 03*) contains further details.

- Preconstruction – This timeframe will include final design investigations, Utility Relocations, Temporary Pavements, and Shoulder Strengthening to prepare for major construction in Phase 1.
- Phase 1 – This timeframe will include construction of the outside of each roadway including drainage facilities. Specifically, the new ramps along Prince William Parkway will be constructed including additional temporary pavements to facilitate Phase 2 construction. This phase will complete the Wellington Road overpass allowing it to be opened at the end of Phase 1.This will eliminate the Wellington Road and Route 234 intersection several months earlier than the project's final completion.
- Phase 2 – This timeframe will include construction of the interior of Route 234 and Sudley Manor Drive and put traffic in the final configuration. The end of this phase will open the project to all traffic.

OTHER ASSUMPTIONS

(j) List any other assumption(s) relied on for the project to be successful.

The Myers Team assumes that the Project design, construction, and materials will adhere to PWC and VDOT standards and specifications. Our Team will follow VDOT standard processes for permitting, right of way acquisition, and utility coordination. We assume emergency response professionals will regularly coordinate with our Team to avoid potential response delays due to construction. We also assume that our proactive coordination with other projects in the area will ensure consistent public outreach efforts and traffic impact coordination.

To further support the County's goals to improve the transportation network, our Team intends to expedite completion of the Project, which will further minimize any potential conflicts with other County improvement projects. A preliminary project schedule is included in *Section 03* of this proposal.

CONTINGENCIES

(k) List any contingency(ies) that must occur for the project to be successful.

The Myers Team has incorporated appropriate contingencies into our project estimate which reflect the current level of information available as well as our experience on similar projects. We do not anticipate any unusual contingencies related to cost to make the Project successful. Similarly, our Team has evaluated the Project from a phasing, staging and timing perspective and believe our submitted schedule does not require additional contingencies.

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03 PROJECT FINANCING (REDACTED)

04 PROJECT BENEFIT & COMPATIBILITY

04 PROJECT BENEFIT & COMPATIBILITY

This section will address the Benefits, Support, Public Involvement, and Compatibility of the proposed project. This project has been included in the County's Comprehensive Plan and has been fully funded by NVTA. The project is also included in the County's current Capital Improvement Plan (CIP) as well as VDOT's Six Year Plan and is high on the County's list of infrastructure improvements.

PROJECT BENEFITS

(a) Identify who will benefit from the project, how they will benefit, and how the project will benefit the County and the overall community. Describe any anticipated significant benefits to the community and the County, including anticipated benefits to the economic, social, environmental, transportation, etc., condition of the County and whether the project is critical to attracting or maintaining competitive industries and businesses to the County.

COMMUNITY BENEFIT

The Project improvements will primarily benefit the community by reducing congestion, increasing capacity, and enhancing traffic flow for a safer interchange. Overall mobility will be improved for cyclists, vehicles, and pedestrians through the Project area. These improvements positively impact individuals and families by reducing congestion and travel times, improving the quality of life for those who live and work in the Project corridor. Safety for motorists, cyclists and pedestrians will also be improved significantly through grade separations, improved sight distance, and increased lane widths.

RESIDENTS

Nearby residents will benefit from safer access to the corridor, reduced travel delays, and reduced conflict points. Improved pedestrian paths and bicycle lanes will benefit residents' accessibility.

BENEFITS TO THE COUNTY

Based on the Project goals, we expect the Project to benefit the County in several ways:

- The Project will keep as many turning movements as possible open at the intersections of Bethlehem Road and Sudley Manor Drive, enhancing mobility and safety;
- Our design expertise in SPUI and other alternative interchange configurations and signage modelling will help direct users and minimize driver confusion;
- Industrial uses and the existing cross-section of JD Reading Drive will be retained;
- The County will reserve the possibility for a future parallel roadway on the east side of Prince William Parkway connecting to Wellington Road and possibly as far as Innovation Town Center near University Boulevard;
- Greater mobility can satisfy constituents, improve business development, and increase County revenue;
- The DB process allows Prince William County to more efficiently oversee the Project from start to finish through an experienced design-build Team, share risk with the design-builder, and accelerate construction in contrast to a Design-Bid-Build model; and
- The Project will meet Prince William County's long-range plan to close the at-grade intersection of Prince William Parkway and Wellington Road by potentially bridging Wellington Road over Prince William Parkway.

Furthermore, the Project will algin with several of Prince William County's goals in its 2025-2028 Strategic Plan, due for adoption this month and implementation starting in March 2025 (*Figure 04.1*):

Figure 04.1: Alignment of Project Benefits with PWC 2025 – 2028 Strategic Plan

PWC 2025 – 2028 Strategic Plan Goal	Project Alignment
Goal 2: Environment	• Rigorous quality control and adherence to environmental commitments and standards will safeguard the quality of the County's natural resources to ensure they are not compromised for the current and future generations • Potential innovations such as the reuse of waste material may be explored to reduce environmental impacts with less material hauling, such as Myers' use of crushed material as embankment fill and roadway subbase material on the I-66 and Route 28 Interchange (see *Section 01*)
Goal 3: Government	• Successful DB partnership with PWC will reflect the county's high-performing, data-driven, customer-centric values • Design and constructability innovations will prioritize fiscal responsibility and transparency to foster trust with residents, businesses, and the community
Goal 4: Mobility	• Improvements will support an inter-connected and accessible transportation network that advances the County's mobility infrastructure • Project will improve pedestrian and bicycle infrastructure to enhance connectivity. • Increased mobility will support improving, expanding, and using the County's transportation network • Public outreach efforts will increase awareness and understanding of transportation patterns, both during construction and in the final state • Project design will integrate community and stakeholder engagement to identify and implement effective, safe solutions to construction impacts and connectivity
Goal 5: Quality of Life	• Greater mobility will enhance how residents and families move about the County, increase resident retention, and reflect a resilient and healthy community
Goal 6: Safe & Secure Community	• Design to enhance mobility and prioritize safe movement through the interchange, cultivating a safe and secure community • Engagement with the community will strengthen collaboration with residents, businesses, and stakeholders while effectively resolving safety concerns • Coordination with local and state government agencies will integrate key stakeholders and build positive relationships
Goal 7: Service Delivery	• Greater mobility will enhance responsiveness of county services • Project outreach and public communications will provide opportunities for engagement and communication between the public and the county government, fostering dialogue, feedback, and follow-up and promoting shared goals of trust, understanding, and transparency
Goal 8: Smart Growth	• High-quality Project design will reflect the thoughtful placemaking and appealing public spaces the County seeks • Rigorous adherence to environmental standards will fulfill the County's commitment to growth that addresses the impact on natural resources and infrastructure

ANTICIPATED SUPPORT OR OPPOSITION

(b) Identify any anticipated public support or opposition, as well as any anticipated Federal, State, and/or Local government support or opposition (including that in any affected jurisdiction), for the project.

PUBLIC SUPPORT / OPPOSITION

We do not anticipate much, if any, public opposition for the Project, as virtually all the necessary property rights were previously acquired. The County has realized significant growth over the past decade, resulting in serious traffic and safety concerns. Improvements from this Project will provide safe and convenient means of travel to an expanding County roadway system. By communicating with the community, we believe more support will be gained from residents and business owners. The key to building support for the Project throughout the County is through effective communication and transparency of which we have great experience within projects such as VDOT's I-95 Temple Avenue Interchange project. As a Team, we are committed to partnering with the County and the citizens to provide a successful project from Notice to Proceed to final road acceptance.

Our Team will communicate with all parties or stakeholders who may oppose, as well as those who support the Project. A strong public relations program initiated prior to construction will provide considerable benefit by building Project support and local buy-in.

GOVERNMENTAL SUPPORT / OPPOSITION

As part of PWC's Capital Improvement Program and the NVTA Transaction 2040 Plan, we see the Project supporting the County's major transportation initiative by improving mobility and safety, reducing congestion, and providing resources for pedestrians and cyclists. As such, we anticipate support for the Project from Prince William County, NVTA, VDOT, and FHWA. Our commitment to using existing County and Regional policy to progress the procurement process for the design and construction of the interchange will expedite the delivery of the Project benefits and cement governmental support. If needed, we will collaborate with Prince William County to develop targeted information packages that introduce, describe, and advocate for the Project and our Team.

PUBLIC OUTREACH

(c) Explain the strategy and plans, including the anticipated timeline that will be carried out to involve and inform the general public, business community, and governmental agencies in areas affected by the project.

Myers Team members, including the leadership identified in *Section 01*, are trained on communication protocols and procedures and will collaborate with PWC to deliver a unified message strategy to the public and to Project stakeholders. Our approach to public information and communication depends on clearly identifying roles, communicating proactively with stakeholders, coordinating closely with Prince William County, and consistently engaging the public.

Tom Heil, DBPM, will work in partnership with the County to ensure stakeholder needs are tracked and addressed immediately and satisfactorily. The Myers Team has a track record of success working together to deliver quality projects. On the Walney Road DB project in Fairfax County, our public outreach included message boards, media coordination, web updates, and direct communications with key stakeholders such as property owners and local elected officials. This proactive campaign kept stakeholders informed and resulted in minimal comments from the traveling public.

Innovative Public Outreach Techniques
On the I-95/Temple Avenue Interchange, Myers supported VDOT and the Town of Colonial Heights in a successful public outreach campaign which alleviated concerns of long-time area residents. Outreach began prior to construction introducing the interchange design to seniors, church groups, first responders, city employees, elected officials, and the chamber of commerce. Construction updates included weekly email updates and articles in the quarterly newsletter delivered to every city address. Toward the end of construction, education sessions with stakeholder groups provided driving tips and allowed individuals to walk their travel routes on a 30x24 foot floor mat (*Figure 04.2*).

Figure 04.2: Residents use a floor mat to "navigate" the proposed I-95 and Temple Avenue Interchange.

Myers will take a similar engaged approach to supporting Prince William County in the Public Outreach efforts for the Project and commits to close collaboration with the county's public engagement staff and process. Stakeholder coordination will occur early and often during all stages of the Project to ensure seamless communication with motorists. Additional public outreach will be conducted for lane closures and traffic shifts. Traffic change information will be publicized and promoted so stakeholders can make informed decision regarding travel plans. It is important that the public's access be maintained through the corridor throughout all phases of design and construction, and the stakeholders be kept informed of Project activities and progress. With communication as a vital part of the Project's success, the Myers Team will plan shifts and address the public quickly and efficiently for all Project events impacting travel.

In addition to these regular public information releases, we propose three public meetings, advertised early to maximize participation, to formally connect with the public (*Figure 04.3*).

In preparation of these meetings, our Team will collaborate with Prince William County's public engagement staff to develop county-compliant information boards, handouts, and other ephemera, as needed, to properly inform the public. Customized outreach materials and special meetings may be warranted for impacted homeowners, businesses, and governmental agencies, as determined in collaboration with the County.

Figure 04.3: Public Engagement Meetings

Milestone	Meeting	Goals
Following Notice to Proceed	Public Information Meeting	Introduce the Project, its goals and vision, its schedule and preliminary design, and our Team. Identify any opposition to, or negative impressions of, the Project's goals and begin planning to address them.
~30% Design Completion	Design Public Hearing	Update the public, share in-development visuals of the Project, and proceed towards setting the final configuration of the design. Address any opposition to, or negative impressions of, the Project's goals, as deemed necessary.
Release For Construction / Start of Construction	"Pardon Our Dust" Meeting	Detail the construction process and identify major operations, shifts, and other impactful schedule items. Ensure that any government agencies, businesses, or private property owners impacted by construction have been engaged and informed of the Project.

COMPATIBILITY

(d) Compatibility with the County's and/or affected jurisdiction's local comprehensive plan (including applicable environmental, land use, and facility standards ordinances), infrastructure development plans, transportation plans, the capital improvements plan, and capital budget or other government spending plan.

A part of the County's comprehensive plan since 1984, the Project is included in the County's capital improvement plan, VDOT's six-year plan, and the County's infrastructure improvements list. The Project was also recently approved for funding through the NVTA's TransAction 2040 Plan.

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05 ADDITIONAL INFORMATION

05 ADDITIONAL INFORMATION

Any additional information as the County may request.

Prince William County has not requested any additional information.

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