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Redacted Version

Route 234 and Sudley Manor Drive Interchange

February 4, 2025




Public-Private Transportation Act
Competing Proposal

Submitted to: Prince William County

Submitted by lane

in association with RK&K

February 4, 2025

Prince William County Procurement Services
1 County Complex Court
Prince William, Virginia 22192
Attention: Shana N. Terry, Chief Procurement Officer

RE: PPTA Competing Proposal for the Route 234 and Sudley Manor Drive Interchange Project

Dear Ms. Terry:

In accordance with the Public-Private Transportation Act of 1995 and Section §1000.00 of the Prince William County Purchasing Regulations (amended July 17, 2024), **The Lane Construction Corporation (Lane)** is pleased to submit this competing proposal for the Route 234 and Sudley Manor Drive Interchange Project, referred to as "the project" to Prince William County (PWC). Lane is a nationally ranked heavy civil contractor specializing in high quality road and bridge construction. Lane has a long and successful history of project completion in Virginia, having completed more than 90 projects worth over $4.5B in the Commonwealth alone.

Lane is the Offeror and will be the overall authority on the project, as well as the Lead Contractor. We have teamed with **Rummer, Klepper and Kahl (RK&K)** as the Lead Designer. RK&K is a highly accredited, award-winning design firm based locally in Fairfax, Virginia, with a commitment to continuing its over 100-year history of delivering high quality, innovative, and sustainable design solutions for infrastructure improvements throughout the region. Together, the Lane/RK&K team offers PWC a reputable team that has completed projects of this size and scope on time and on budget as evidenced in our collective project experiences.

The Lane/RK&K team has assembled committed personnel, with proven, successful delivery of PWC contracts to meet the similar requirements of quality, safety, and schedule demands of this project. We are confident in our team's structure and experience as detailed in this proposal.

Enclosed are ten copies and one redacted volume of our proposal (excluding confidential, proprietary information contained in Section 3, Project Financing). A USB flash drive is also enclosed and includes our original and redacted proposals. Additionally, we have included a $5,000 check made payable to Prince William County for the required proposal review fee.

As evidenced by our proven performance, our team will deliver this project safely, on time, and within budget. We appreciate the opportunity to present our qualifications and look forward to working with PWC on this important project. If you have any questions about our proposal, please contact me at 404-702-1030 or JMartinAlos@laneconstruct.com.

Respectfully submitted,

Jose Martin Alos
Senior Vice President of Construction
The Lane Construction Corporation

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QUALIFICATIONS AND EXPERIENCE

1 QUALIFICATIONS AND EXPERIENCE

Lane was the lead contractor on the award-winning Balls Ford Road design-build (D-B) project which was completed on-time for Prince William County.

AWARD WINNING

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.

As the Lead Contractor for the Route 234 and Sudley Manor Drive Interchange (234/Sudley Manor) project, **The Lane Construction Corporation (Lane)** will be responsible for managing the D-B contract, overseeing and integrating design and permitting work, supervising construction, integrating stakeholder feedback, and self-performing a majority of the heavy civil construction work elements. Lane will be the sole legal entity with whom the contract will be executed with PWC.

Lane has carefully chosen a group of highly skilled firms and personnel to create a solid team that utilizes D-B best practices and capitalizes on the strongest attributes of each team member's respective capabilities. We have selected **Rummel, Klepper & Kahl, LLP (RK&K)** to serve as our team's Lead Designer that will oversee all design activities and construction engineering and inspection (CEI). **Jacobs Engineering Group Inc. (Jacobs)** will service as a Major Subconsultant providing design support to RK&K.

FIRM ROLES AND RESPONSIBILITIES

lane

Project Management | Safety | Structures | Site Demolition | Earthwork/Grading | Drainage | Traffic Control | Erosion and Sediment Control | Utility Relocations/Removals

RK&K

Design Project Management | Design QA/QC | Roadway Design | Drainage/SWM/ESC Design | Utility Coordination | Geotechnical Engineering | Traffic Analysis & Design | ROW Coordination | Environmental Engineering & Compliance | MOT | Survey & SUE | CE&I

Jacobs

Roadway Design | Structural Design | Drainage/SWM/ESC Design | Traffic Design | Design Innovation

TEAM STRUCTURE AND MANAGEMENT APPROACH

Under the leadership of our **Design-Build Project Manager (DBPM), Harry Jack**, the Lane/RK&K team is structured to deliver highly integrated, value-added design and construction services for the 234/Sudley Manor project, with **an emphasis on partnership with PWC.**

As DBPM, Harry will directly manage the entire D-B team. Design efforts will be led by **Design Manager, Rich Clifton**, **PE** who will be supported by an integrated team of seasoned/local RK&K and Jacobs staff experienced in delivering D-B projects similar to this project. To meet the demands of this project, RK&K and Jacobs are prepared and positioned to appoint the resources necessary immediately upon NTP with a commitment to ensure they remain available for the duration of the project. **Our dedicated Innovation Team, led by Young Kim, PE, will look for opportunities to provide optimizations to the project through creative concepts and value-added solutions.**

One of the first and most critical steps to successfully delivering any D-B project is developing a quality set of design plans that meet the project's schedule and budget needs while complying with all contract requirements. The Lane/RK&K team has extensive, successful experience working together, with a proven process that enables us the ability to hit the ground running and efficiently commence a D-B process without a learning curve.

As the project progresses, **Construction Manager, Alex Gorski,** will oversee all field operations and maintain the integrated D-B process by coordinating with our Design-Build Integration Manager (DBIM) and Rich, as needed. Construction management also involves the leadership of the General Superintendent and Project Superintendents.

Lane/RK&K Team Brings Local Experience

Lane's regional headquarters in Chantilly, VA is a hub for our local craft and equipment resources to handle the scope and schedule demands of this project. The design team, led by RK&K, with their major subconsultant, Jacobs Engineering Group Inc., are based in Fairfax, Virginia. Our design team has a unique opportunity to pull from local resources with exceptional knowledge of the corridor. This team can provide over 100 local design resources to the project within a 25-mile radius. The project will benefit from immediate, hands-on responses to whatever needs arise throughout design and construction.

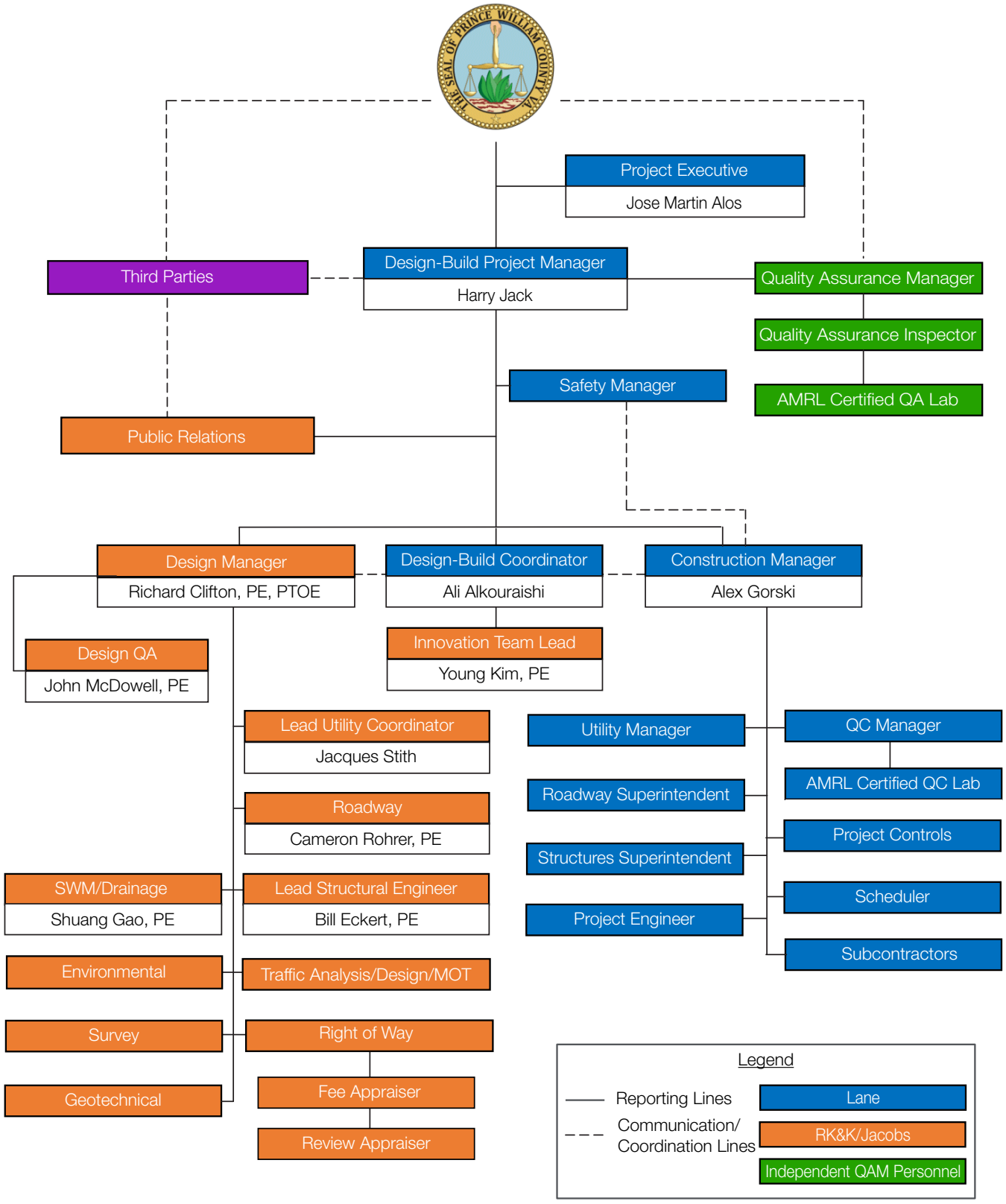
The Lane/RK&K team will utilize its local operations and facilities to assemble and assign qualified professionals with experience in this corridor and who understand its complexities and can provide solutions.

Lane/RK&K Team Brings Added Value

PROJECT GOAL FOCUSED TEAM	Providing a team that is focused on the project goals and able to address all critical project elements in an efficient and timely manner
STREAMLINED APPROACH	Implementing an approach that streamlines resources, removes organizational obstacles, and helps eliminate inefficiencies that may affect critical project elements
COLLABORATIVE CULTURE	Promoting partnership by creating a culture of transparency and open communication with the County and stakeholders
MAXIMIZING POTENTIAL	Maximizing our team's potential using our local resources to develop innovative solutions, resolve technical challenges, and apply best practices from past projects
FULLY INTEGRATED SCHEDULE	Optimizing our schedule by integrating more interactive over-the-shoulder reviews and more intensive quality control checks on the design at each of the submittal milestones

ORGANIZATIONAL CHART

The following organizational chart is similar to the structure Lane used on our Balls Ford Road project as well as numerous other successful D-B projects throughout the region.



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.

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.

For over 40 years, Lane has been one of the top contractors in Northern Virginia, having completed numerous award-winning projects including: **Realignment of Balls Ford Road, I-66/Route 15 Interchange Reconstruction, 495 Express Lanes, 95 Express Lanes, 395 Express Lanes, I-66 Inside the Beltway, and Route 29 Solutions**.

All of the projects listed above have been delivered to the client early or on time.

Nationally, Lane has over 130 years of heavy civil construction and project management experience and has built more than 17,000 miles of highways, 179 miles of bridges, and 140 miles of railroad lines. Our proven experience has been achieved through the successful completion of over 90 D-B projects totaling more than $14B in construction. Lane will be responsible for all construction elements, work guarantees, and warranties for this project.

Lane has extensive experience working in Prince William County, demonstrated by our successful execution of major infrastructure projects, such as the recently completed Balls Ford Road and the I-66/Route 15 Interchange projects. With a proven track record of delivering high-quality transportation solutions, we have partnered with PWC to enhance the County's roadways and support its rapid growth. Our familiarity with the area's unique logistical, environmental, and regulatory challenges allows us to plan and execute projects efficiently, minimizing disruption to residents and businesses. **Lane's expertise in innovative construction methods provides PWC with a valuable partner capable of delivering projects on time and within budget.** Furthermore, the company's emphasis on corridor safety, community engagement, and workforce development ensures long-term benefits for the County, including improved infrastructure reliability and economic growth through job creation and enhanced mobility.

For over 100 years, RK&K has served the public and private sector by providing multi-discipline planning, engineering, environmental, and construction phase services. The firm offers responsive people and creative solutions to a variety of projects from 35+ offices located in 12 states and Washington, DC, including the Fairfax office. RK&K's technical expertise results in award-winning projects, ranking the firm at #75 on *Engineering News Record's* 2024 listing of the Top 500 Design Firms. More than 1,700 team members routinely collaborate with clients, stakeholders, and other partners to achieve project goals while ensuring a commitment to quality.

With a reputation for innovation and accelerating design schedules, RK&K is a highly experienced D-B firm with an impressive resume that includes more than 85 D-B projects totaling more than $6.4 billion in construction value. **Their multi-disciplinary teams collaborate seamlessly to deliver the streamlined experience of a sole-source design and construction process that is unmatched in quality, service, speed, and accountability.** RK&K has successfully executed some of the most complex transportation projects for VDOT and various Departments of Transportation by teaming with local, regional, and nationally recognized transportation contractors.

RK&K has been providing on-call construction administration and management services for transportation projects throughout the County since 2011, including construction inspection and quality assurance services. RK&K has performed CE&I services on some of the most important transportation improvement projects in Prince William County including **Prince William Parkway D-B, Heritage Center Parkway and Route 1 Improvements D-B, Rollins Ford Road, Route 28 Phase I, and Route 1 Widening from Featherstone to Mary's Way**.

Jacobs will support RK&K on this critical interchange. Ranked as the No. 1 Design Firm by *Engineering News-Record* for the sixth consecutive year, Jacobs brings unparalleled expertise, with experience on over $200 billion in public infrastructure projects. Their Virginia team includes more than 750 professionals across four offices in Reston, Arlington, Richmond, and Virginia Beach. **With a proven track record of developing innovative solutions to deliver complex alternative delivery projects, Jacobs is committed to designing cost-effective solutions that enhance mobility, safety, congestion relief, and operational efficiency.** For over 20 years, their dedicated local design staff has delivered a wide range of high-quality transportation solutions for Virginia, such as the recently completed **Transforming I-66 Outside the Beltway Project, the I-81 Corridor Study and Operational Improvements (Weyers Cave Truck Climbing Lanes), and the Route 220 Corridor Safety Improvements**.

Furthermore, members from Jacobs' local team have enjoyed a history of partnering with Lane on local D-B projects, including the County's **Sudley Manor/Linton Hall Road D-B, VDOT's I-581 Valley View Interchange, and the Greater Richmond BRT**.

WORKING TOGETHER

The Lane/RK&K team members have worked together on complex D-B projects in Virginia and North Carolina. A few notable projects are shown below.

ROUTE 29 SOLUTIONS (RIO ROAD)

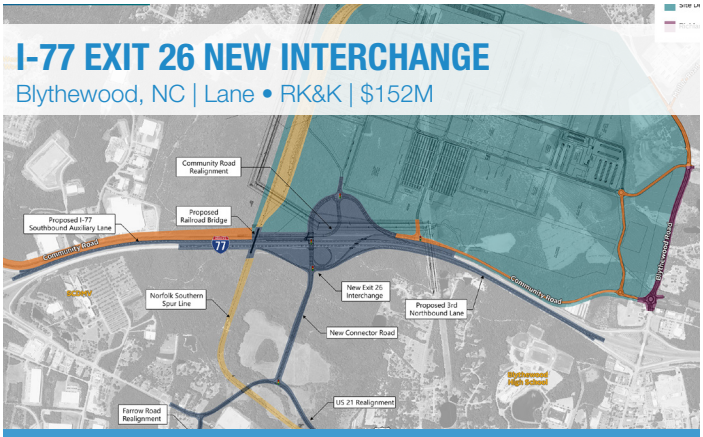
Charlottesville, VA | Lane • RK&K | $117M

AWARD WINNING

Innovative concept saved $68M from VDOT's budget and accelerated the schedule by three months.

I-77 EXIT 26 NEW INTERCHANGE

Blythewood, NC | Lane • RK&K | $152M



A braided ramp concept saved $3M in project cost and three months off the conceptual schedule.

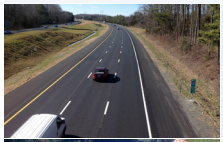
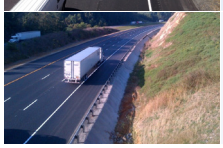
I-485/I-85 TURBINE INTERCHANGE

Charlotte, NC | Lane • RK&K (subconsultant)| $103M

AWARD WINNING

Eliminating a level of the interchange reduced the project cost by $20M and schedule by six months.

The Lane/RK&K team members have delivered some of the region's most challenging D-B projects. The following projects are only a small sample of the award-winning, innovative, and complex projects featured in our collective firm portfolios.

Project/Location	$(M)	Similar and Relevant Scopes										
		Design-Build	On-time Completion	Team Members Involved	Interchange	Complex MOT	Environmental Permitting	Utilities	Structures		ROW Acquistion	Multiple Stakeholders
 Route 234/Balls Ford Road Interchange Prince William County, VA	90	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
 I-66/Route 15 Interchange Reconstruction Prince William County, VA	36	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Route 29 Solutions Charlottesville, VA	117	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
 Sudley Manor Drive/Linton Hall Prince William County, VA	25	✓	✓		✓	✓	✓	✓	✓		✓	✓
 I-581 Valley View Interchange Roanoke, VA	38	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
 Transform I-66 Outside the Beltway, I-66/Nutley Street Interchange Fairfax, VA	125	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓
 Route 250 Bypass at McIntire City of Charlottesville, VA	26		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
 I-64 to Route 623 Widening & Improvements Short Pump, VA	34	✓	✓		✓		✓	✓	✓	✓		✓
 I-81 Truck Climbing Lanes Salem, VA	70	✓	✓			✓	✓	✓	✓		✓	✓

ROUTE 234/BALLS FORD ROAD INTERCHANGE

Manassas, VA | Lane | $90M

AWARD WINNING

DBIA Mid-Atlantic Region Award of Merit and CMAA "Best Infrastructure Project of 2023 - Between $50 Million and $150 Million Category"

Congestion Relief

The project resolved severe congestion with the new interchange on this major truck and commuter route. Its implementation confirms to the community PWC's and VDOT's commitment to improve transportation, safety, and quality of life.

Project Relevance

- D-B project administered by PWC
- Grade-separated interchange over Price William Parkway
- Improved traffic flow
- Key personnel working together
- Similar stakeholders

This D-B project realigned existing Balls Ford Road (BFR), creating/implementing a Diverging Diamond Interchange (DDI) over Prince William Parkway (PWP) and included extensive ramp improvements to and from I-66. The realignment of BFR extends approximately 1.85 miles and includes bridges over Norfolk Southern Railroad (NSRR) and PWP. This **was the second DDI constructed in Prince William County** (the first was also constructed by Lane). The DDI configuration provides a grade-separated crossing of realigned BFR over PWP, with north and southbound ramp connections. The realigned BFR provides a four-lane divided roadway with turn lanes at multiple intersections, raised medians, curb and gutter, sidewalk, and a shared-use path. Additionally, it incorporates the architectural aesthetics desired by the County.

The success of this project was achieved through strong coordination efforts, including maintaining access for businesses and residents, effective collaboration with railroads, efficient ROW management, and seamless event coordination for the nearby Jiffy Lube Live venue. The team also worked closely with all utility owners within the project limits, ensuring timely delivery. Lane is committed to bringing this same level of excellence and expertise to this project.

Our proposed DBPM, Harry Jack, and proposed CM, Alex Gorski, both held the same positions on the BFR project.

I-66/ROUTE 15 INTERCHANGE RECONSTRUCTION

Prince William County, VA | Lane | $117M

AWARD WINNING

2018 DBIA Design Build Project of the Year; 2018 VTCA Transportation Engineering Awards – D-B Winner; 2017 HCCA Excellence in Infrastructure

Value Added

During the RFP stage, the team proposed a DDI (versus the original flyover concept). This innovative interchange reduced ROW, minimized long-term maintenance, and improved the level of service. The DDI concept saved approximately **13 months in construction duration**, and **nearly $20M in project costs**.

Project Relevance

- D-B project in PWC
- Grade-separated interchange
- Completed on-time despite 371-day environmental delay
- Innovative design and construction methods
- Improved traffic flow

This D-B project, located in Prince William County, VA, reconstructed the interchange of U.S. Route 15 over I-66. The project included widening U.S. Route 15, widening VA Route 55 (John Marshall Highway/Washington Street), construction of a new service road, and replacement of northbound and southbound bridges carrying Route 15 over I-66. Additionally, the project modified the I-66/Route 15 interchange to relieve congestion, enhance public safety, operations and capacity, and accommodate forecasted traffic demand in the project area. **Our innovative approach included redesigning the interchange as a DDI, the first of its kind in Prince William County**, to best accommodate the projected traffic volumes as well as critical pedestrian movements in the interchange area. The interchange work was planned and phased in such a way that no interruptions to the traveling public occurred.

Lane separated the northbound bridge from the existing bridges, such that the new bridge could be constructed, all four lanes of traffic shifted to the new bridge, and the existing bridges demolished to make room for the new southbound bridge. Once the new southbound bridge was constructed, Lane opened most of the travel lanes through the diverging diamond configuration, so that motorists could get accustomed to the new traffic pattern **nearly eight months prior to the completion date**.

ROUTE 29 SOLUTIONS (RIO ROAD)

Charlottesville, VA | Lane • RK&K | $117M

AWARD WINNING

2017 Overall Winner for the VTCA Engineering Awards and the 2018 ACEC Pinnacle Award for Engineering Excellence for VDOT

Innovative Solution

VDOT's extremely aggressive interim requirement to complete the Rio Road grade separation in 103 days was completely surpassed by the D-B team's ingenuity - allowing that phase of the work to be completed in only 58 days!

Project Relevance

- Lane and RK&K D-B project
- Completed 3 months early
- Delivered nearly $68M below VDOT's total budget
- Innovative design and construction methods
- Grade-separated interchange
- Improved traffic flow
- Extensive stakeholder and community outreach initiatives

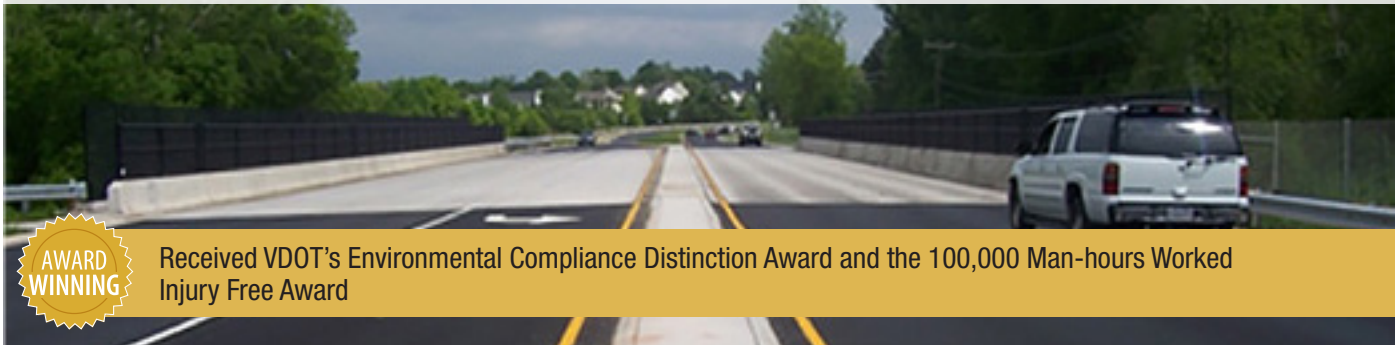
Lane was the lead contractor and RK&K was the lead engineer for the project, which consisted of three distinct 'elements' bundled into a single D-B contract. One of the relevant project elements was the Route 29 and Rio Road Grade Separated Intersection. This project involved the construction of a grade separated intersection at Route 29 and Rio Road, ultimately carrying Route 29 through traffic beneath Rio Road.

This project required building the new intersection on an existing active signalized intersection in a heavily congested urban area. The team maintained traffic access to adjacent properties and relocated numerous utilities to accomplish the improvements. Key to the project was maintaining access to the adjacent businesses while the road was widened, utilities and drainage relocated, and the bridge constructed.

The team **utilized an innovative design that had never been constructed in Virginia**. The abutments were integrally placed on top of the soldier pile retaining wall to minimize the footprint of the bridge and allow traffic on Route 29 to remain open throughout the construction process. The bridge superstructure was designed to act as a strut to support the retaining walls horizontally while also supporting truck and roadway traffic vertically. The bridge and retaining walls were built in the congested intersection without acquiring additional ROW in an extremely tight schedule.

SUDLEY MANOR DRIVE/LINTON HALL

Prince William County, VA | Lane | $25M



AWARD WINNING

Received VDOT's Environmental Compliance Distinction Award and the 100,000 Man-hours Worked Injury Free Award

Working with the Community

There was an urgent need to widen the roadways because of the rapid increase of commuter and residential travelers traversing the area. Lane worked closely with the community, neighborhood associations, churches, fire and rescue, a private school, and several businesses to ensure the public was aware of the construction plan, progress, and subsequent impacts. Because of Lane's open and effective communication plan and program, the project was completed with strong public support.

Project Relevance

- D-B project administered by PWC
- Partnered with PWC to reduce congestion and increase capacity
- Early partnering meetings with utilities **improved the schedule by one year**
- Extensive stakeholder and community outreach efforts

The Sudley Manor Drive project consisted of constructing the greenfield roadway section from Linton Hall Road north to Chatsworth Drive. The 2.8-mile, four-lane urban minor arterial on new location was designed to accommodate future expansion to six lanes. Lane's scope of work included grading, storm and waste water pipelines, MOT at intersections, a portion of twin bridges over Norfolk Southern Railroad (NSRR), retaining walls, environmental controls, roadway stone, and landscaping. The Linton Hall Road portion (from Devlin Road to Nokesville Rd/Route 28) involved complete reconstruction of the existing two lanes into a four-lane divided roadway with turn lanes through a busy residential and commercial corridor. The work included twin bridges over Broad Run, grading, storm, waste, and drinking water pipe lines, environmental controls & facilities, roadway stone, etc. These two roadways were procured under Prince William County's PPTA specifications.

This project required **close coordination with the County and VDOT to meet the accelerated schedule** for plan design, utility relocation, ROW acquisition, and construction. Additionally, coordination of the roadway and drainage design with existing utilities and proposed sound barriers was crucial to keeping the project on time and within budget.

Areas requiring special consideration included the completion of a single-span steel girder bridge over the existing NSRR tracks, four mechanically stabilized earth (MSE) retaining walls, several large fuel pipelines, the construction and access requirements of a new firehouse, several site developments, floodplain analysis and environmental considerations related to major stream crossings, and traffic analysis and design. Lane participated in all facets of the design development, review, and value engineering process with the design team.

I-581 VALLEY VIEW INTERCHANGE

Roanoke County, VA | Lane | $38M

Reduced Impacts Through Innovation

The RFP originally proposed a one quadrant partial cloverleaf interchange. By implementing a DDI, Lane minimized impacts to utilities and avoided the displacement of five properties and a stream which **saved VDOT over $3M in ROW costs.**

Project Relevance

- D-B project
- Grade-separated interchange
- Improved the schedule and reduced project costs by minimizing construction stages
- Successful coordination with utility companies to reduce impacts
- Extensive stakeholder and community outreach efforts

Lane constructed a new DDI at I-581 and Valley View Boulevard through the addition of the southbound (SB) exit and northbound (NB) entry ramps serving I-581/Route 220 north of the interchange and accompanying auxiliary lanes along I-581/Route 220 to the Hershberger Road interchange. The existing SB entry and NB exit ramps were adjusted and lengthened to facilitate future improvements. Valley View Boulevard and the bridge over I-581/Route 220 were widened to provide two through lanes in each direction, dual left turn lanes for both the NB and SB movements to I-581 through the interchange, and a right turn lane onto the NB I-581/Route 220 entry ramp.

The DDI offered numerous advantages compared to the interchange proposed in the RFP by significantly reducing the overall footprint, decreasing the required bridge width by nearly 40 feet, and shortening the southbound I-581 deceleration lane by 900 feet. Additionally, it **eliminated over 900 linear feet of stream relocation work, minimized impacts to existing utilities, and completely removed the need to displace five residences**.

Gaining public understanding and acceptance of the DDI concept was critical to the project's success. To achieve this, our team organized a Citizen's Information Meeting and utilized DDI animations to effectively communicate with stakeholders and the traveling public about the concept's safety benefits, constructability, and cost efficiency.

TRANSFORM I-66 OUTSIDE THE BELTWAY, I-66/NUTLEY STREET INTERCHANGE

Fairfax, VA | RK&K | $125M

AWARD WINNING

Overall Winner for the VTCA 2024 Engineering Awards; the 2024 Project of the Year for the Chesapeake and Potomac Section of the Institute of Transportation Engineers (CAPSITE); and the coveted 2024 American Council of Engineering Companies of Metro Washington (ACEC/MW) Grand Pinnacle Award for Engineering Excellence

Project Benefits

RK&K's efforts on this project achieved that rarest of all combined project results: reduced cost, reduced construction time, improved operations, less impacts, and improved safety for all users while providing a more context-sensitive solution for the area.

Project Relevance

- Alternative delivery project
- Innovative and cost efficient design
- Grade-separated interchange
- Improved traffic flow and safety
- Reduced ROW, utility, and environmental impacts
- Better bike/ped connectivity
- Extensive stakeholder and community outreach initiatives
- Reduced maintenance

RK&K provided final design services for roadway, drainage, stormwater, erosion control, traffic engineering, and non-bridge structural elements for the I-66 interchange with Nutley Street. Mainline interstate design elements included the I-66 mainline widening for the express lanes and ramp modifications for the Nutley Street interchange. Improvements on Nutley Street included roadway arterial designs, four intersections along the arterial corridor, and an off-road shared-use path.

Through a value engineering effort, RK&K determined that a partial cloverleaf interchange with roundabouts at the ramp terminal intersections on Nutley Street would operate more efficiently than the proposed DDI and eliminate the need for construction of a second bridge. This cost-saving design improved operations from Level-of-Service (LOS) C and D at the DDI signals to LOS A and B at the roundabout terminals, and reduced travel time through the interchange for all movements. RK&K's roundabout concept provides a shared-use path (SUP) system that does not have any at-grade crossings with Nutley Street or the interchange ramps. The SUP in the DDI concept included nine at-grade crossings with four crossings of free-flow ramps. The roundabout interchange concept also reduced the overall ROW impacts by almost an acre, including the complete elimination of impacts to three parcels.

Rich Clifton (Design Manager), Alex Gorski (Construction Manager), and Cameron Rohrer (Roadway Lead) all worked on this project.

ROUTE 250 BYPASS AT MCINTIRE

City of Charlottesville, VA | RK&K | $26M

Community Outreach Yielded Positive Outcomes

RK&K administered a Steering Committee made up of proponents and opponents of the project, and provided over 40 opportunities for public input into the design. This process led to a final consensus that was key to successful project completion.

Project Relevance

- Alternative analysis
- Prepared NEPA and environmental documents
- Grade-separated interchange
- Utility coordination and relocation
- ADA amenities
- ROW acquisition
- Extensive stakeholder and community outreach

RK&K provided planning, engineering, and construction management services for major roadway improvements at the Route 250 Bypass and McIntire Road. The project was closely coordinated with VDOT and the FHWA. The scope included roadway reconfiguration/reconstruction, new roadway, two box culverts with stream diversions, utility relocations, retaining walls, landscaping, and cultural resource mitigation.

The project required complete roadway reconstruction and a new interchange on Route 250, a critical arterial connection in the Charlottesville area. The project is in a highly sensitive area adjacent to McIntire Park, residential neighborhoods, National Historic Register properties, a private school, and the Charlottesville-Albemarle County Rescue Squad. RK&K's systematic methods of developing alternatives and building consensus ultimately led to the FHWA's approval of the Final Environmental Assessment and preferred alternative.

The project focused on minimizing impacts to many entities, including a city park eligible for the historic register. This required a compact design that included innovative roadway configurations. MOT was complex and multi-phased, allowing construction through an urban intersection. All lanes of the Route 250 Bypass and McIntire Road remained open with only night/off-peak short-term lane closures. Box culverts and other project elements were built in small phases, allowing traffic to be relocated/shifted. The design considered support for excavation, contractor equipment, and materials so the project could be built within limited ROW.

Proposed Design Manager, Rich Clifton, worked on this project.

I-64 TO ROUTE 623 WIDENING & IMPROVEMENTS

City of Charlottesville, VA | RK&K | $34M

Innovative Design

RK&K's creative design provided two new shorter bridges for less cost than the RFP's requirement to widen the existing bridges. Additionally, the MOT/ TMP plan limited impacts to the public and reduced construction durations.

Project Relevance

- D-B project
- Increased capacity to reduce congestion
- Innovative design approach
- Utility coordination and relocation
- Complex MOT

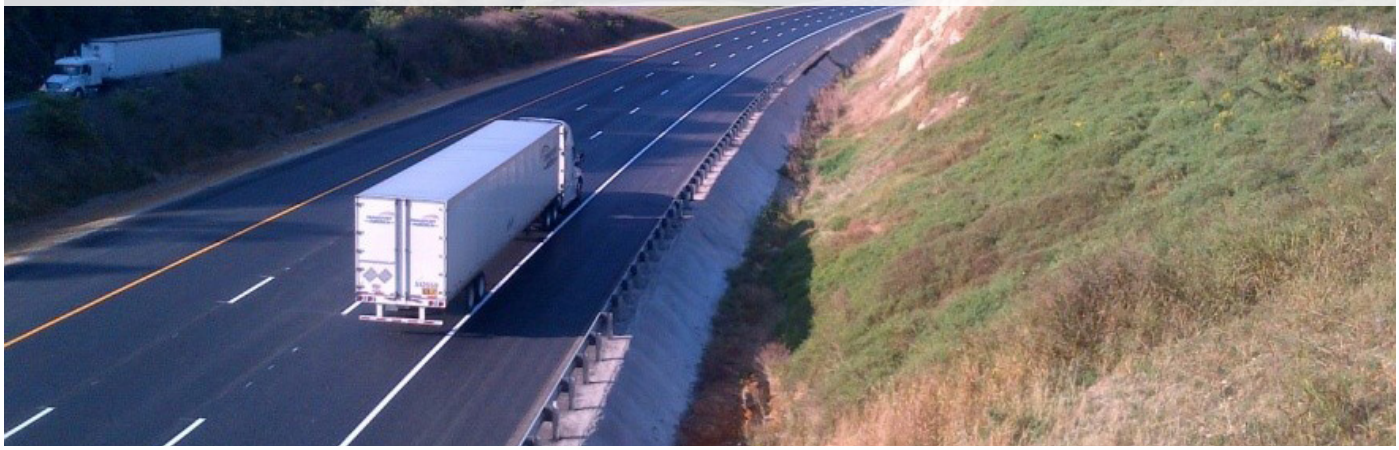
RK&K served as Lead Designer for this D-B project involving inside widening of 4.5 miles of I-64 from a four-lane divided freeway to a six-lane divided freeway, including two replacement bridges and I-64/Route 623 interchange improvements. This segment of I-64 has nearly 50,000 vehicles per day and is the primary connection between Richmond and Charlottesville. Design/construction included widening I-64 to provide one 12-foot-wide lane in each direction of the median; and adding a 12-foot-wide paved shoulder in each direction. I-64/Route 623 interchange improvements widened both off-ramps from I-64 to Route 623 for additional turn lanes, added a left turn lane on Route 623 to access I-64 eastbound, and upgraded the traffic signal.

Structural design featured 130-foot simple-span, prestressed concrete girder bridges for I-64 over a creek, replacing the three-span steel girder bridges and including foundations, substructure, and superstructure. Special considerations were significant skew, extreme scour conditions, and staged construction to support MOT during bridge replacement.

RK&K developed a TMP and MOT plan to manage traffic during construction, which included traffic operations, temporary traffic control, and public communications plans. Access to entrance/exit ramps was maintained at all three interchanges while completing the improvements. The use of MSE walls in lieu of culvert extensions reduced construction durations and minimized impacts to the traveling public.

I-81 TRUCK CLIMBING LANES

Salem, VA | Jacobs | $70M



Enhanced Constructability

Prestressed concrete girders were utilized for bridge spans, enabling the construction team to deliver the girders to the site at night, and lift them into place without staging or splicing. This innovative, efficient fabrication and erection strategy minimized the required lane closures and reduced the overall construction time.

Project Relevance

- D-B project
- Increased capacity to reduce congestion
- Innovative design approach (first use of low impact BMPs for stormwater management on the interstate for VDOT)
- Utility coordination and relocation
- Innovative TMP/MOT minimized impacts to the local residents and traveling public

This project provided necessary improvements to the heavily-traveled I-81 in Salem, VA. CH2M Hill (now Jacobs) was a JV partner priming the D-B contract, as well as the designer of record responsible for the widening of I-81 for 5 miles.

The design work included heavy earthwork, transitions, tapers, drainage improvements, shoulder improvements, guardrail upgrades, retaining walls, replacement of three bridges, and widening and improvements at bridge connections within the project area. Jacobs developed the design, acquired environmental permits and approvals, acquired ROW, performed roadway and bridge construction, and provided QA/QC for design and construction.

Jacobs worked throughout construction to successfully achieve the primary MOT goal of maintaining volume capacity and normal traffic speed. The firm coordinated closely with VDOT to develop the TMP and the MOT plans to accommodate the sequence of construction. During peak hours, two southbound lanes were always kept open, maintaining safety for commuters and area residents.

During bridge construction, the team maintained east/west connectivity both over and under I-81 for bridge replacements and retained all access to private drives throughout construction. The alignment of the two new overpass bridges was shifted to keep the existing bridges in place during construction of the new bridges. Jacobs provided an innovative, efficient fabrication and erection strategy to minimize the required lane closures, which reduced the overall construction time.

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.

Lane has assembled an exceptional team of industry-leading professionals to deliver the project. This highly experienced group, comprised of top-tier experts in design and construction, has a proven track record of success in executing complex D-B transportation projects. **Each member of our team brings extensive knowledge, innovative problem-solving skills, and a commitment to excellence, ensuring every aspect of the project is executed to the highest standards.** Furthermore, our key personnel have a history of seamless collaboration on past PPTA and D-B projects, fostering a cohesive and efficient approach to project delivery. This unparalleled expertise, combined with our dedication to engaging the surrounding community and key stakeholders, ensures our design and construction processes not only meet but exceed expectations, delivering a transformative project for the County and its residents.

Lane's executive leadership is fully committed to providing the County with a team of highly skilled professionals who embody the company's values of excellence, innovation, and collaboration. This commitment extends beyond technical expertise; it reflects a deep understanding of the importance of engaging with the community, minimizing disruptions, and prioritizing safety and sustainability. Lane's leadership is unwavering in its goal to exceed the expectations of the County, ensuring that the project is completed on time, within budget, and to the highest standards of quality, leaving a lasting positive impact on the community.

The personnel listed below will be directly involved with the project:

JOSE MARTIN ALOS

PROJECT EXECUTIVE

YEARS EXPERIENCE: 22

ADDRESS:
14500 Avion Parkway, Suite 200, Chantilly, VA 20151

EMAIL:
JMartinAlos@laneconstruct.com

PHONE:
404-702-1030

Jose has more than 22 years of experience in large D-B and public-private partnership (P3) transportation infrastructure projects in the United States and Spain. His project portfolio features highways, bridges, tunnels, and development projects for sewage systems, water treatment plants, and electrical works. He offers expertise in business development, client relationships, project presentations, and leading medium-sized and major project pursuits.

As the Project Executive for this project, Jose will support our D-B team by providing his experience with resource management, conflict resolution, and technical expertise. He promotes an innovative culture and an emphasis on client/stakeholder satisfaction.

Additional relevant project experience includes:

- Transurban, 495 NEXT Express Lanes, Fairfax County, VA. Project Director
- VDOT, Hampton Roads Bridge Tunnel, Hampton Roads, VA. Project Director
- NCDOT, Durham East End Connector Project, Durham, NC. Project Executive

HARRY JACK

DESIGN-BUILD PROJECT MANAGER

YEARS EXPERIENCE: 35

ADDRESS:
14500 Avion Parkway, Suite 200, Chantilly, VA 20151

EMAIL:
HEJack@laneconstruct.com

PHONE:
703-225-7641

Harry serves as a Project Director for Lane and has over 35 years of civil construction experience.

Most recently, he served as the Project Manager/Director for the **Balls Ford Road Interchange and Widening D-B project**. His responsibilities included managing the project so that all activities were completed on time, within budget, and in accordance with contract specifications. Harry confirmed safety, quality, and environmental objectives were met. He communicated design progress to PWC and adhered to the project schedule. Harry regularly interacted with the Design Manager, Construction Manager (Alex Gorski), PWC, subcontractors, and all other involved stakeholders (including adjacent projects) regarding the progress of construction, schedule, budget, quality, and safety.

For the 234/Sudley Manor project, he will be the main point of contact for PWC.

Additional relevant project experience includes:

- MSHA, US Route 1 Bridge Over CSX, Baltimore County, MD. Project Director
- PennDOT, I-70 Reconstruction and Widening, Washington, PA. Project Manager

ALEX GORSKI

CONSTUCTION MANAGER

YEARS EXPERIENCE: 18

ADDRESS:
14500 Avion Parkway, Suite 200, Chantilly, VA 20151

EMAIL:
AGorski@laneconstruct.com

PHONE:
571-548-1348

Alex has over 18 years of experience delivering large, complex, fast-paced heavy civil construction projects in the Mid-Atlantic region.

Most recently, he served as the Construction Manager for the **Balls Ford Road Interchange and Widening D-B project**. Alex's responsibilities included monitoring design efforts, proactively eliminating potential constructability issues, and delegating resources to accomplish successful completion and delivery of the project. His management from design through construction included weekly design and construction meetings, coordination with PWC, VDOT, and other stakeholders, supervising the subcontractors' work, contract administration, construction quality management, and verifying that safety goals and milestones were achieved.

Additional relevant project experience includes:

- VDOT, Transform 66 Outside the Beltway, Gainesville, VA. Senior Project Manager

★ **Worked with Richard Clifton (DM) and Cameron Rohrer (Roadway)**

- EFLHD, I-564 Intermodal Connector, Norfolk, VA. Construction Manager

ALI ALKOURAISHI

DESIGN-BUILD INTEGRATION MANAGER

YEARS EXPERIENCE: 34

ADDRESS:
14500 Avion Parkway, Suite 200, Chantilly, VA 20151

EMAIL:
AAlkouraishi@laneconstruct.com

PHONE:
703-225-7599

Ali has over 34 years of experience in heavy civil construction, pursuit of major D-B projects, design integration management, and structural engineering design. His knowledge in design concepts, coupled with construction engineering management experience, has proven to be a valuable asset on public-private partnership (P3) and D-B projects.

Currently serving as the Design-Build Integration Manager for the $442M 495 NEXT project, Ali is responsible for the design and construction integration. He coordinates with two design firms, oversees multiple design/construction activities, and presents engineering solutions for construction-related issues and design changes.

Additional relevant project experience includes:

- NCDOT, I-77 Exit 26, New Interchange, Blythewod, NC. D-B Integration Manager

★ **Working with RK&K**

VDOT/Transurban, I-95 Express Lanes D-B/P3, Fairfax, Prince William and Stafford Counties, VA. Senior Project Engineer

- VDOT/Transurban, I-495 Express Lanes D-B/P3, Fairfax County, VA, Location. Senior Project Engineer/Area Manager

RICHARD CLIFTON, PE, PTOE

DESIGN MANAGER

YEARS EXPERIENCE: 37

ADDRESS:
12600 Fair Lakes Circle, Suite 300, Fairfax, VA 22033

EMAIL:
RClifton@rkk.com

PHONE:
757-243-3633

Rich has more than 37 years of experience in the transportation and traffic engineering fields. He has worked as an owner representative at both the local (City of Charlotte, NC) and state (VDOT) levels, as a consulting engineer, and for a major contractor. His broad range of experience provides valuable knowledge and a 'big picture' perspective to provide clients with creative solutions using common-sense engineering. Rich's expertise is primarily based in traffic engineering with an emphasis on the development of MOT/sequence of construction plans. He has managed a variety transportation improvement projects and worked on several D-B, P3, and PPTA projects in Virginia.

Additional relevant project experience includes:

- VDOT, Transform I-66 Outside the Beltway P3, Fairfax and Prince William County, VA. Responsible Charge Engineer, MOT Manager, and Traffic Engineering Lead

★ **Worked with Alex Gorski (CM) and Cameron Rohrer (Roadway)**

- VDOT, I-64 Capacity Improvements Segment II D-B, York and James City, VA. DB Integrator, TMP Manager

- VDOT, I-95/Temple Avenue Interchange Improvements D-B, Colonial Heights, VA. DB Integrator, TMP Manager

CAMERON ROHRER, PE, ASSOC. DBIA

DEPUTY DESIGN MANAGER & LEAD ROADWAY DESIGNER

YEARS EXPERIENCE: 14

ADDRESS:
12600 Fair Lakes Circle, Suite 300, Fairfax, VA 22033

EMAIL:
CRohrer@rkk.com

PHONE:
703-246-0028

Cameron is a Technical Leader and a Prince William County resident. He has extensive experience in Virginia with interchange design, innovative intersections, and roadway widening projects. He currently serves as the Deputy Design Manager for the $362M I-81 D-B Widening Project in Roanoke, where he leads a multi-disciplinary design team consisting of more than 20 engineers and subconsultants.

Cameron is an expert at utilizing OpenRoads Designer (ORD) for all aspects of design, including alignment geometry, corridor and template design, superelevation control, cross section development, analysis and reporting, and development of plans and 3D deliverables. He also leads an ORD working group within RK&K to develop company guidance and best practices.

Additional relevant project experience includes:

- VDOT, Route 460 Corridor Improvements, Bonsack, VA. Roadway Engineer
- VDOT, Transform I-66 Outside the Beltway P3, Fairfax and Prince William Counties, VA. Roadway Engineer

★ **Worked with Rich Clifton (DM) and Alex Gorski (CM)**

ADDITIONAL VALUE-ADDED TEAM MEMBERS

The following personnel will be instrumental to the success of the project:

JAQUES STITH • RK&K • UTILITY COORDINATOR

Jacques has worked with nearly all of the utility companies servicing projects in PWC, including the local area around the project. This includes gas companies such as Colonial Pipeline and Williams Gas Pipeline Transco; communications companies such as Fiberlight, NOVEC, Verizon, Dark Fiber, Summit IG, Comcast, Cox Cable, and MCI; and Prince William Water formally Prince William Service Authority. **While working at VDOT, Jacques performed field investigations, contacted utility owners, and performed preliminary utility planning for this interchange.** His experience includes coordinating between the VDOT permit office and the utility companies for permit renewals and utility coordination for the Transform I-66 Outside the Beltway. Additionally, Jacques provided utility coordination for VDOT for Lane's Balls Ford Road Widening and 495 NEXT projects.

JOHN MCDOWELL, PE • RK&K • DESIGN QUALITY ASSURANCE

John McDowell, PE, is the Director-in-Charge for RK&K's Fairfax, Virginia office. With 45 years of engineering experience, John routinely provides Quality Assurance for transportation projects throughout Northern Virginia. John uses a common-sense approach with an eye on maintaining budget and schedule. He will verify that our team's work products meet or exceed the applicable standards to minimize project delays and confirm project constructability and independent sustainability for the future.

YOUNG KIM, PE • JACOBS • INNOVATION TEAM LEAD

Young is a skilled and experienced transportation design engineer who is especially knowledgeable in the standards, specifications, and practices of PWC and VDOT. He has extensive PWC experience designing projects, including Lane's Route 234 at Balls Ford Road Interchange D-B (developed the bridging documents). Young, as a Bentley Premier Scholar, specializes in 3D and virtual reality modeling from the conceptual phase to final detailed virtual environments, where stakeholders can visualize future conditions in a virtual environment before the project is built and help make better decisions. His innovative and forward-thinking mindset provides significant value to our innovation team.

BILL ECKERT, PE • JACOBS • LEAD STRUCTURES ENGINEER

Bill is experienced in the structural design of various types of new and rehabilitated viaducts, bridges, and related structures – specifically preliminary studies, final design, cost estimates, special provisions, plan reviews, shop drawing review, client and community interaction, and construction sequence including evaluation for MOT. His substructure and superstructure design experience features steel plate girders, steel box girders, prestressed concrete girders and adjacent box beams, segmental post-tensioned concrete box girders, slab spans, abutments, hammerhead piers, multi-column bents, and pile and drilled shaft foundations.

SHUANG GAO, PE • JACOBS • LEAD DRAINAGE ENGINEER

Shuang has 10 years of experience in civil and water resources engineering with a concentration in civil site design, stormwater management, and hydrologic and hydraulic (H&H) modeling. She provides engineering support in storm water pollution prevention and erosion and sediment control design. As a senior project engineer, she worked with engineers, project managers, clients, and contractors to provide timely project deliverables. Shuang has been involved in a wide range of civil engineering practices, including drainage remediation, BMP design, environmental site design, erosion and sediment control, dam breach analysis, and floodplain management. Her professional background in 1D and 2D surface water modeling and GIS mapping has enriched her engineering capabilities in floodplain management and highway hydraulics.

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.

See the Appendix (in Section 3) for the Lane's most recently audited financial statement.

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, we do not know of anyone who is part of the Lane team that would be required to disqualify themselves from participation in any transaction arising from or in connection to the project.

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

An advantage the Lane/RK&K team brings to this project is our robust workforce. We plan to allocate nearly all of our available construction personnel to this contract. By committing sufficient qualified workers to staff this project, our approach provides the County with a team who is experienced in delivering safe, high-quality projects.

While we are confident in having the necessary resources on hand, a significant hallmark of Lane's best practices is the continual pursuit in attracting the most qualified people to our company. Our team's proactive efforts will help enhance the recruitment process through referrals and outreach activities, providing job and career growth opportunities to the local workforce.

As part of these efforts to address the supply of skilled labor on the project, we will:

- Actively recruit workers through public and private referral sources, job fairs, and partnerships with local organizations and IUOE Local 77 throughout design and construction to encourage employment participation
- Encourage women, minorities, veterans, and economically disadvantaged persons to refer similar applicants
- Solicit applications and referrals at our project site, office locations, and online
- Promote women, minorities, veterans, and economically disadvantaged persons into skilled classifications when possible
- Participate in local construction career fairs and encourage similar engagement by unions and subcontractors to increase project visibility
- Advertise employment opportunities with local newspapers and online platforms
- Include provisions of the On-the-Job Training (OJT) program in subcontracts with substantial financial participation so that training opportunities for trade/craft are available to all qualifying individuals across the project

Lane has maintained a strong workforce in Northern Virginia for over 40 years and will continue to provide employment opportunities for qualified workers during the construction of this project for the County.

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.

SWORN STATEMENT

The Lane Construction Corporation is not currently debarred or suspended by any federal, state or local government entity.

By: _____

Jose Martin Alos, Senior Vice President of Construction

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.

SWORN STATEMENT

Rummel, Klepper & Kahl, LLP is not currently debarred or suspended by any federal, state or local government entity.

By: _____

Miriam Kronisch, Partner

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.

SWORN STATEMENT

Jacobs Engineering Group Inc. is not currently debarred or suspended by any federal, state or local government entity.

By: 

Shawn Thompson, Midwest & Virginia Transportation Director of Operations (DO), Vice President

2

PROJECT CHARACTERISTICS

2 PROJECT CHARACTERISTICS

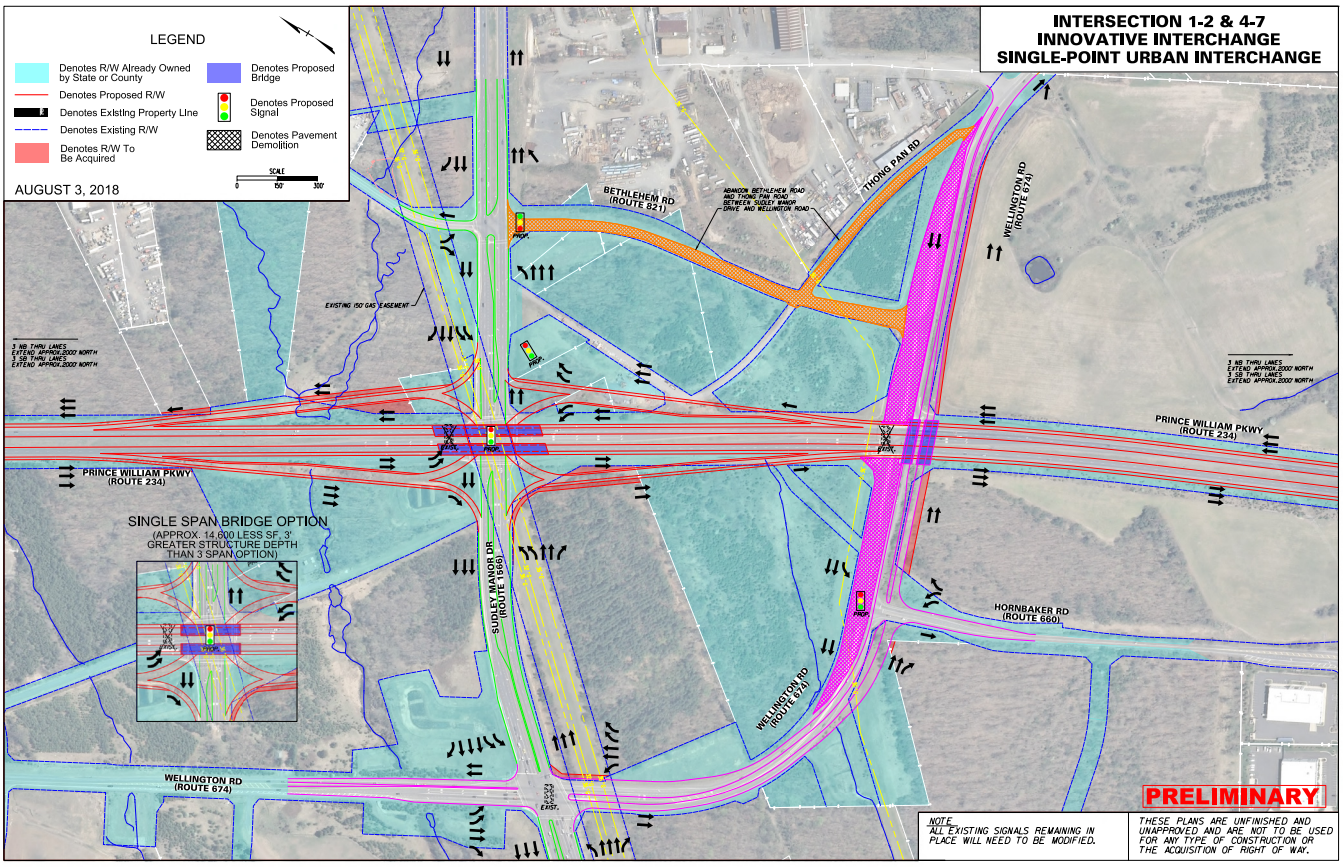
The Balls Ford Road D-B project shares similar characteristics to the 234/Sudley Manor project. Lane will utilize our lessons learned and successful means and methods to deliver another award-worthy project to the County..

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.

The project consists of a new grade-separated interchange near the intersection of Sudley Manor Drive and Route 234 (Prince William Parkway). The proposed concept (shown on the following page) includes a Single Point Urban Interchange (SPUI) and eliminates existing at-grade signals on Route 234 at both the Sudley Manor Drive and Wellington Road intersections. Ultimately, the County intends for Wellington Road to be carried over Prince William Parkway, although an at-grade solution may be identified. The intent of the project is to maintain free-flow traffic on Prince William Parkway and reduce significant driver delays caused by two signals in close proximity to one another. The County and/or VDOT own most of the property along Prince William Parkway between the two intersections, which allows for **alternative technical concept development that meets or exceeds the project goals**, including accommodations for the continued development of Innovation Town Center.

PROJECT BENEFITS

The project will provide significant benefits by improving traffic flow, enhancing safety, and reducing congestion at this heavily traveled intersection. By separating through traffic on Route 234 from local traffic on Sudley Manor Drive, the project will minimize delays, particularly during peak hours, and provide more reliable travel times for commuters. Enhanced safety features, including the elimination of at-grade crossings, which will reduce the risk of collisions. Additionally, the interchange will improve connectivity for local businesses, support economic growth, and accommodate future increases in traffic volume, contributing to long-term regional mobility and quality-of-life improvements.



The communities that may be affected during construction of this project include the traveling public, nearby residents, commuters, and local businesses. **To minimize impacts during construction, our team's design will include reduced phasing, maintenance of access to businesses throughout construction, and maximized off-line construction areas.** This approach will provide safer work zones for our crews and a safer corridor for commuters throughout the project duration.

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

It is anticipated that Prince William County will be directly involved in performing reviews and providing approvals in coordination with other public agencies (such as VDOT, CTB, FHWA, Virginia DEQ, etc), for the following major project activities:

INTERCHANGE ACCESS REQUEST (IAR) AND OPERATIONAL SAFETY ANALYSIS REPORT (OSAR)

RK&K will prepare all required documentation for the County to seek approval from VDOT and FHWA. RK&K has extensive experience developing these documents, including the example projects presented in Section 1.

RK&K EXPERIENCE DEVELOPING IAR FOR CLIENT

RK&K developed a supplement to the approved I-66 Outside the Beltway IJR Re-evaluation to address the revised interchange design at Nutley Street and the modifications to the access to/from the I-66 Express Lanes near Sudley Road to consider impacts to the Manassas National Battlefield Park viewshed.

RK&K prepared the interchange report as part of the environmental documentation for the Route 250 Bypass/McIntire Interchange. The firm also developed interchange reports for US 29/Rio Road and US 29/Route 250 Bypass as part of the Route 29 Solutions project.

PLAN REVIEWS AND APPROVALS

RK&K will produce design plans for review and approval by the County, in coordination with VDOT as needed. We will utilize coordination meetings and over-the-shoulder reviews (OTSR) with County staff to enhance the review time efficiency of project submittals. We are proposing review submittals at 30%, 60%, and 90% design as well as a final design submittal.

ROW ACQUISITION

The Lane/RK&K team will perform all right-of-way (ROW) acquisition services. Our design will be optimized to minimize acquisitions of privately-owned properties. Where ROW acquisitions cannot be avoided, it is anticipated that the County will provide payment, negotiation support, and assistance in cases where eminent domain is required.

UTILITY RELOCATION COORDINATION

All utility relocation coordination will be performed by our team. It is anticipated that the County will provide support in coordinating with utility owners when necessary and will issue payment to utility owners in accordance with the agreed cost responsibilities. **RK&K's utility coordinator, Jacques Stith, has extensive knowledge of the site and experience working with all utility owners that may be impacted.**

ENVIRONMENTAL PERMITTING

The Lane/RK&K team will complete necessary surveys/studies, prepare permit documentation, and coordinate with regulatory agencies to secure required environmental permits necessary to construct and complete the project. It is anticipated that the County will provide permit review support and be signatory to the permit.

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.

Environmental coordination, document preparation/submittal, and permitting/approvals will follow the Locally Administered Projects (LAP) Manual from VDOT's Local Assistance and Environmental Divisions. The Lane/RK&K team includes environmental professionals with extensive experience in locally administered projects throughout Virginia that contain both federal and state funding. Our staff is well versed in designing and managing projects following these guidelines.

Coordination among the Lane/RK&K team, Prince William County, and VDOT/FHWA will be required to complete the environmental certification forms outlined in the LAP Manual. The list below includes most of the VDOT environmental certification forms (EQ forms) that will be needed:

- Scoping, initiation of projects (VDOT EQ-429) and performed the required environmental agency coordination
- Due diligence hazardous materials and natural resources (EQ-121 and EQ-555)
- NEPA Documentation – if federal funding (PCE EQ-102, CE EQ-104)
- Certification Documentation for federal and state funded projects (R/W EQ-201, PS&E EQ-200, Environmental Certification EQ-103)

Anticipated tasks include, but are not limited to: level of NEPA document determination coordination (subject to VDOT/FHWA verification); preparation of NEPA documents, water quality permit applications and their supporting reports and technical memorandums, such as Natural Resources, Water Quality Monitoring, Waters of the U.S. delineations/ jurisdictional determinations, Streams Unified Stream Methodology documents;

Threatened and Endangered species agency coordination and surveys; applied Natural Resource avoidance/minimization actions; provide Wetland and Streams Compensatory Mitigation approach, Resource Protection Area determinations; Coastal Zone Management federal consistency determination; and securing Water Quality Permits and Virginia Stormwater Management Program (VSMP) permits from both federal and state regulatory agencies. We have developed considerable expertise in VDOT's procedures and can provide additional value during project development, design, and construction phases.

The table provides a summary of anticipated environmental permits, clearances, and approvals that may be required for the project.

Agency	Permits/Clearances/Approvals	Notes
USACE/ VDEQ	USACE Jurisdictional Determination VDEQ State Surface Water Determination	Agency verification of delineated wetland and streams. Verified delineated wetland and streams will inform the NEPA process and be used as supporting documentation to secure a Section 404/401 CWA permit.
USACE/ VDEQ	Section 404/401 of the Clean Water Act (CWA) Permit	Activities resulting in the discharge of dredged or fill material into jurisdictional wetlands and streams require a Section 404/401 CWA permit.
VDEQ	Coastal Zone Management Act Consistency Determination	Federal agency actions that affect a state's coastal resources or uses must be consistent with the enforceable policies of the state's NOAA-approved Coastal Zone Management Program.
VDEQ	General VPDES Permit for Discharges of Stormwater from Construction Activities	Authorization to discharge under the Virginia Erosion and Stormwater Management Program and the Virginia Erosion and Stormwater Management Act.
VMRC	Subaqueous bottomlands permit	Title 28.2 of the Code of Virginia regulates physical encroachment onto state-owned submerged lands.
USFWS	Threatened and Endangered Species coordination and effect determination	Evaluation and effect determination to federally-listed species.
VDHR	Architectural and archaeological resources coordination and effect determination	VDHR evaluates undertaking and provides an effect determination on historic resources in accordance with Section 106 of the National Historic Preservation Act.
VDWR/ VDCR/ VDACS	Threatened and Endangered Species coordination and effect determination	Evaluation and effect determination to state-listed species and Natural Heritage Program.
FHWA/VDOT	Evaluation under the National Environmental Policy Act (NEPA)	Coordination with VDOT/FHWA for NEPA clearance. Potential Categorical Exclusion or Re-Evaluation, level of NEPA document subject to VDOT/FHWA verification.
FAA	File Notice of Proposed Construction or Alteration	Filing 45 days prior to start of construction in the vicinity of a public airport.
FHWA/VDOT	Noise Analysis	VDOT Highway Traffic Noise Guidance Manual (Version 9) - highway traffic noise impact assessment and analysis.
VDOT	Phase I/II ESA	Phase I ESA to identify RECs within the project area and follow up with Phase II ESA if recommended.

The Lane/RK&K team anticipates that the Environmental Certification forms (EQ forms), studies, permits, clearances, and approvals can be completed within 9 to 12 months of having an engineering design level that is sufficient to completely identify, evaluate, and quantify impacts to resources present within the proposed project area.

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

The project is expected to have minimal adverse social impacts. The majority of the required property is owned by the County or state, with private impacts limited to commercial properties, thereby avoiding disruptions to residential communities.

Mitigation: The design will be optimized to minimize/avoid property impacts and reduce the need for ROW acquisition. Existing County and state properties will be leveraged to meet stormwater requirements and enhance bike and pedestrian mobility.

ECONOMIC IMPACTS

No adverse economic impacts are anticipated in the long term. However, short-term impacts during construction, related to MOT, could result in increased delays and travel times.

Mitigation: The team will develop a comprehensive communication plan to inform the public about the scheduled construction activities, alternative routes, and provide real-time updates during the construction phase.

ENVIRONMENTAL IMPACTS

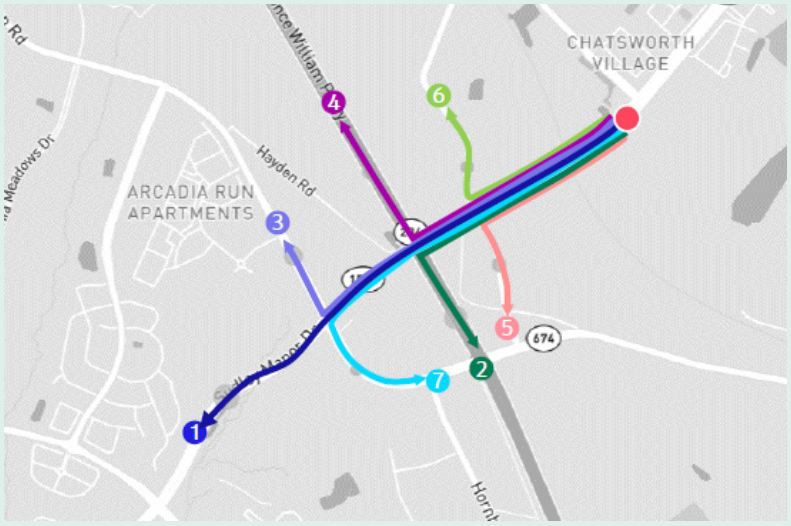
The type and extent of impacts to resources present will be evaluated once the design has been advanced further. We do anticipate that some of these resources will be directly and/or indirectly affected by the construction of the proposed project. The Lane/RK&K team will complete studies, surveys, and supporting tasks to secure environmental permits and approvals identified in the table on the previous page.

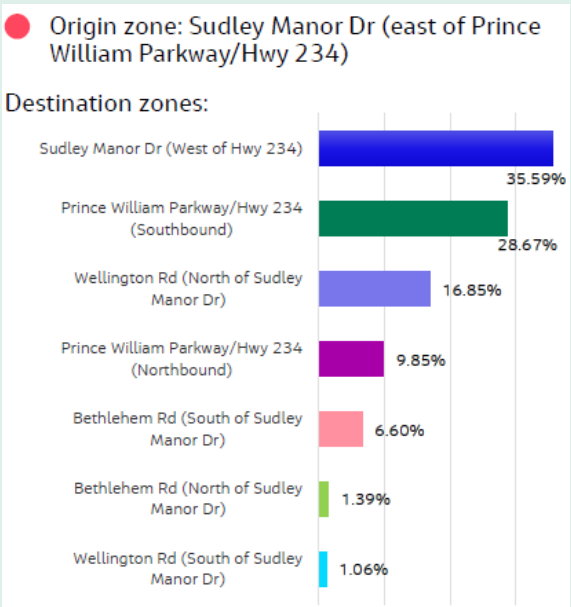
Mitigation: Environmental resource information will be used to inform the design and construction phases of the project on impact avoidance and minimization opportunities that can be implemented. Once unavoidable impacts are identified/quantified, we will work closely with Prince William County and regulatory agencies with jurisdiction on any required compensatory mitigation (including mitigation credits determination).

TRANSPORTATION IMPACTS

MOT during the construction of a grade-separated interchange is expected to create challenges, including increased delays and tighter driving conditions for motorists. Additionally, construction of the PWP bridge is anticipated to result in a longer overall project duration, further compounding these impacts.

Mitigation: The project will be designed to reduce impacts on the traveling public during construction by incorporating an interchange layout that allows for more out-of-traffic construction and requires fewer lane shifts and temporary lane configurations. Off-line construction will be utilized to accelerate the delivery schedule, enhance safety, and minimize disruptions to traffic. Experience working in the local area provides our team with a unique understanding of when there may be additional impacts (i.e. Jiffy Lube Live events, etc). Additionally, StreetLight, a Jacobs company, will provide real-time travel patterns of vehicles to help our design team select the most efficient interchange design.





StreetLight uses algorithms and vast data processing resources to measure real-time travel patterns of vehicles and generate various transportation metrics for visualization and analysis. This data will help our team develop the most efficient design for the project.

Source: Streetlight OD-Analysis. Data Time period – Tuesday to Thursday – Peak AM(6am-10am) and Peak PM(3pm-7pm)

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.

SOCIAL IMPACTS

Quality of life is increased through improved travel times, improved bike/pedestrian mobility, and enhanced safety of the roadway design. Daily activities are more easily performed in communities where mobility is improved. Local residents can take advantage of bicycle and pedestrian improvements, and thru-traffic and commuters are able to reach their destinations with reduced delays and fewer disruptions.

ECONOMIC IMPACTS

Improved access and mobility contribute positively to economic growth and development. The addition of a grade-separated interchange can improve access to businesses and services, allowing an increase in customer traffic and business potential through reduced congestion and higher traffic throughput. New businesses may be drawn to the area as a result of infrastructure improvements, leading to job creation and economic growth.

ENVIRONMENTAL IMPACTS

Improved traffic efficiency minimizes idle time in vehicles, which reduces vehicle emissions and contributes to improved air quality.

TRANSPORTATION IMPACTS

This project will lead to numerous positive transportation impacts, especially in safety. By reducing conflict points on high-speed facilities, crash risk will be decreased. The project will also increase capacity and throughput, alleviating congestion and reducing delays as well as supporting long-term growth and increased trips in the area. Alternative transportation methods will also be integrated with improved bicycle and pedestrian mobility built into the project.

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.

Refer to Section 3.

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

The Lane/RK&K team will assume responsibility for the design and construction of the project. The design will adhere to current PWC and VDOT guidelines, will be overseen by a Professional Engineer licensed in the Commonwealth of Virginia, and will be submitted to PWC and VDOT for review and approval. All subcontractors will be required to bond their scope of work. To ensure timely project completion, Lane will provide PWC with performance and payment bonds covering 100% of the contract value. Our approach is further detailed in Section 3 of this proposal.

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

Upon completing construction, the project will be delivered to the County. Ownership will then transfer to VDOT once the project is formally accepted into its roadway system. During the construction phase, the Lane/RK&K team will retain control of the project area through the appropriate permits.

LEGAL LIABILITY

The Lane/RK&K team will assume legal liability for the project during its development. Following delivery and acceptance by Prince William County, the County will take over all associated legal responsibilities.

LAW ENFORCEMENT

During construction, the Virginia State Police (VSP) and Prince William County Police will continue to provide law enforcement services within the project area, consistent with standard practices.

OPERATION OF THE PROJECT

Construction warranties will align with those provided for other projects in Prince William County. After VDOT accepts the project, they will take responsibility for its operation and maintenance.

RESTRICTION OF COUNTY USE

No restrictions on the project are anticipated at this time.

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

Our preliminary design and construction approach will not require phased openings of the project. We anticipate being able to maintain all movements at the existing signalized intersections until shifting traffic onto the new interchange.

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

The Lane/RK&K team assumes that the design and construction of this project will follow typical PWC D-B processes and procedures that were successfully used on the Balls Ford Road D-B project.

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

Based on recent experience with the Balls Ford Road D-B project, we do not foresee any contingencies beyond what is normally carried for a project of this size and scope. Our proposal to the County includes allowances for the assumed contingencies.

PROJECT FINANCING

PROJECT BENEFIT AND COMPATIBILTY

4 PROJECT BENEFITS & COMPATIBILITY

Lane's I-66 Inside the Beltway project focused heavily on providing benefits to the stakeholders and surrounding communities. This effort included improving commuter safety and overall travel time, while providing a critical connection for recreation and multi-modal access.

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.

The project will benefit a broad range of stakeholders, including local residents, commuters, businesses, and the greater Prince William County community. The anticipated benefits of the project include economic, social, environmental, and transportation improvements that are critical to the County's continued growth and development. Some of the key beneficiaries of the project include:

Local Residents and Commuters

- **Reduced Traffic Congestion**: The interchange will improve traffic flow and reduce congestion, making daily commutes more efficient and decreasing travel time.
- **Increased Safety:** The new interchange design will reduce bottlenecks, minimize accident-prone areas, and improve overall traffic safety for drivers, cyclists, and pedestrians.
- **Improved Connectivity:** The project will enhance connectivity between major roadways, providing better access to key destinations across the County and beyond, including employment centers, shopping areas, and residential communities.

Businesses and Local Economy

- **Improved Access to Commercial Areas**: Enhancements to roadways and the interchange will provide better access to businesses, making it easier for employees, customers, and suppliers to reach commercial centers. This is expected to stimulate growth in local businesses and attract new enterprises to the area.
- **Support for Economic Development:** The project will improve transportation infrastructure, making the area more attractive to developers and investors, which can lead to the creation of new business opportunities, jobs, and expanded tax revenue for the County.

Prince William County and the Broader Community

- **Increased Property Values:** As transportation infrastructure improves, surrounding property values are likely to increase, benefiting homeowners and the local real estate market.
- **Social and Community Benefits:** The project will provide improved transportation links. Enhanced access to community amenities and services will foster a higher quality of life.
- **Environmental Improvements:** The design will incorporate sustainable practices and modern engineering solutions, such as stormwater management systems and reduced emissions due to more efficient traffic flow. This can help minimize environmental impacts and improve the area's ecological footprint.

Additional benefits to the County and the local community include:

Transportation Efficiency: The project will ease traffic congestion on a critical corridor that connects key parts of the County by significantly improving travel efficiency. By reducing traffic delays, the project will make it easier for people to get to work, access essential services, and enjoy recreational opportunities, leading to a more connected community.

Economic Growth: By improving access to commercial, residential, and industrial areas, the interchange will serve as a catalyst for economic development, attracting new businesses, facilitating the expansion of existing enterprises, and helping to retain competitive industries in the area. It will also support the County's broader economic goals of improving job accessibility and supporting a sustainable growth model.

Social and Community Enhancements: The improvements will provide safer, more efficient transportation options for residents, thereby enhancing social mobility. With better access to jobs and services, the project will contribute to reducing socioeconomic disparities in transportation access and will support the overall well-being of the County's diverse population.

Environmental Sustainability: The interchange design will incorporate environmentally sustainable practices, such as modern stormwater management systems that minimize runoff and enhance water quality. These improvements will help the County meet environmental regulations while maintaining high standards of ecological stewardship.

Improved Quality of Life: With reduced congestion, improved safety, and better access to key destinations, the interchange project will directly contribute to a higher quality of life for all residents of Prince William County. Less time spent in traffic means more time for family, recreation, and community activities, which fosters a more vibrant and engaged local population.

Attracting and Maintaining Competitive Industries: The upgraded interchange will be critical in supporting the County's efforts to attract and retain competitive industries, especially those that rely on efficient transportation networks, such as logistics, manufacturing, and retail. The ease of access provided by the new interchange will make the County a more desirable location for businesses looking to establish or expand their operations. The project will directly contribute to the County's economic competitiveness, helping to maintain and enhance its position as a key regional hub for businesses and industries. The infrastructure improvements will be essential for supporting business growth, attracting new industries, and supporting economic resilience in the region.

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.

Our team is not aware of any public opposition to this project, and our design and construction approach should be well received by the federal, state, County, and daily users of this corridor. Providing continuous movements along Route 234 is a priority for the Commonwealth and Prince William County. The economic benefits of these improvements will provide positive returns for years to come.

To garner project support, we will provide a design that alleviates traffic congestion and delays on Prince William Parkway that aims to minimize disruptions to the traveling public during construction and maintains connectivity of both sides of the Parkway. To address any opposition to the project, we will work with the County and project stakeholders to provide opportunities

to voice concerns related to the design and/or construction phasing. This will allow our team to adjust the design and construction approaches to enhance local support for the project.

I-66/ROUTE 15 RECONSTRUCTION PROJECT
OVERCOMING OPPOSITION

This project faced several significant challenges and opposition from various stakeholders during its planning and development stages. Some of the primary concerns included traffic impact, environmental preservation, community disruption, and the preservation of local heritage. However, through a combination of open communication, collaborative problem-solving, and strategic teaming with VDOT, Lane's D-B team was able to address these hurdles and successfully advance the project.

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.

Upon contract award, we will provide project information documents to PWC for public display. These will include roll plots with project phasing and anticipated timelines, proposed typical sections, and renderings of the final design. We will hold "Pardon Our Dust" community meetings to discuss potential impacts and provide lines of communication for the public to support dialogue between our team and the community. In our experience, commuters view a project more favorably when they are aware of how and when they will be affected.

During development of the design and construction phasing plans, we will conduct partnering sessions with PWC, VDOT, and local stakeholders to identify conflicts and/or constraints for the project that need to be considered early in our team's planning efforts. Proactive design and construction coordination is key to identifying and mitigating issues that could affect the overall project schedule.

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.

The project is consistent and compatible with the County's planning and use goals. The Sudley Manor Drive and Wellington Road intersections with PWP have been designated as a proposed interchange on the County's 2040 Comprehensive Plan. Additionally, the proposed project has been designated in VDOT's six-year improvement plan.