Proprietary Information Excluded

PUBLIC-PRIVATE TRANSPORTATION ACT

UNSOLICITED COMPETING **PROPOSAL**

ROUTE 234 - BRENTSVILLE ROAD INTERCHANGE

Submitted to:
Director of Finance
Prince William County, VA

March 29, 2019

Submitted by:

ALLAN MYERS

WRA Bowman CONSULTING

ALLAN MYERS

March 29, 2019

Ms. Michelle L. Attreed, Director of Finance
Prince William County, Virginia
1 County Complex Court MC455
Prince William, VA 22192

RE: PPTA Unsolicited Competing Proposal for the Route 234 – Brentsville Road Interchange Project

Dear Ms. Attreed:

The Team of Allan Myers (Myers), Whitman, Requardt and Associates (WRA), and Bowman Consulting Group (Bowman), herein referred to as the Myers Team, is pleased to present an Unsolicited Competing Proposal for the Route 234 – Brentsville Road Interchange PPTA project in accordance with the Public-Private Transportation Act of 1995 (PPTA) and Section 1100 of the Prince William County Purchasing Regulations (2016).

The Myers Team members bring Prince William County a proven history of delivering the design and construction of alternative project delivery grade separated interchange projects including the I-95/Contee Road, Fairfax County Parkway at Fair Lakes Parkway, I-581/Elm Avenue, and Franconia-Springfield Parkway/Springfield Parkway Interchanges. Our experience on these projects and many others will provide the County with an optimized design and construction approach that maximizes traffic operations improvements, expedites the relief of congestion in the project area, and incorporates public safety improvements during construction. Our Team's expertise in traffic analysis, bridge design and construction, innovative interchange implementation, and public outreach will ensure the delivery of a successful project for Prince William County, roadway users, and the surrounding community.

Enclosed are 20 copies of our conceptual proposal, 10 of which exclude the confidential proprietary information provided in Section 3, as well as two USB flash drives, one with our full proposal and one excluding the confidential proprietary information provided in Section 3. Additionally, we have included a $5,000 check made payable to Prince William County for the proposal review fee.

Our Team looks forward to partnering with Prince William County on this project and providing further information in the detailed phase of the PPTA procurement process.

Sincerely,

Aaron T. Myers, Executive Vice President of Operations

1. QUALIFICATIONS AND EXPERIENCE

ALLAN MYERS

Bowman CONSULTING

WRA

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 FIRM

Allan Myers VA, Inc. is the private entity submitting this proposal to Prince William County and the legal entity with whom the PPTA contract would be written for the Route 234 – Brentsville Road Interchange project (the Project). Allan Myers VA, Inc. is a subsidiary of Allan Myers, Inc. with affiliated operating entities Allan Myers, LP in Pennsylvania and Allan Myers MD, Inc. in Maryland.

ORGANIZATIONAL STRUCTURE & MAJOR SUBCONTRACTORS

The Myers Team provides Prince William County with an integrated design-build team with the expertise to safely and cost-effectively expedite the delivery of the Route 234 – Brentsville Road Interchange Project. Our firms have been working together since 2009 on transportation projects throughout the region. Recent teaming experience includes the $12M Walney Road Design-Build Project; $2.4B I-66 Outside the Beltway P3 Project; and the $17M Broening Highway Bridge Replacement Project.

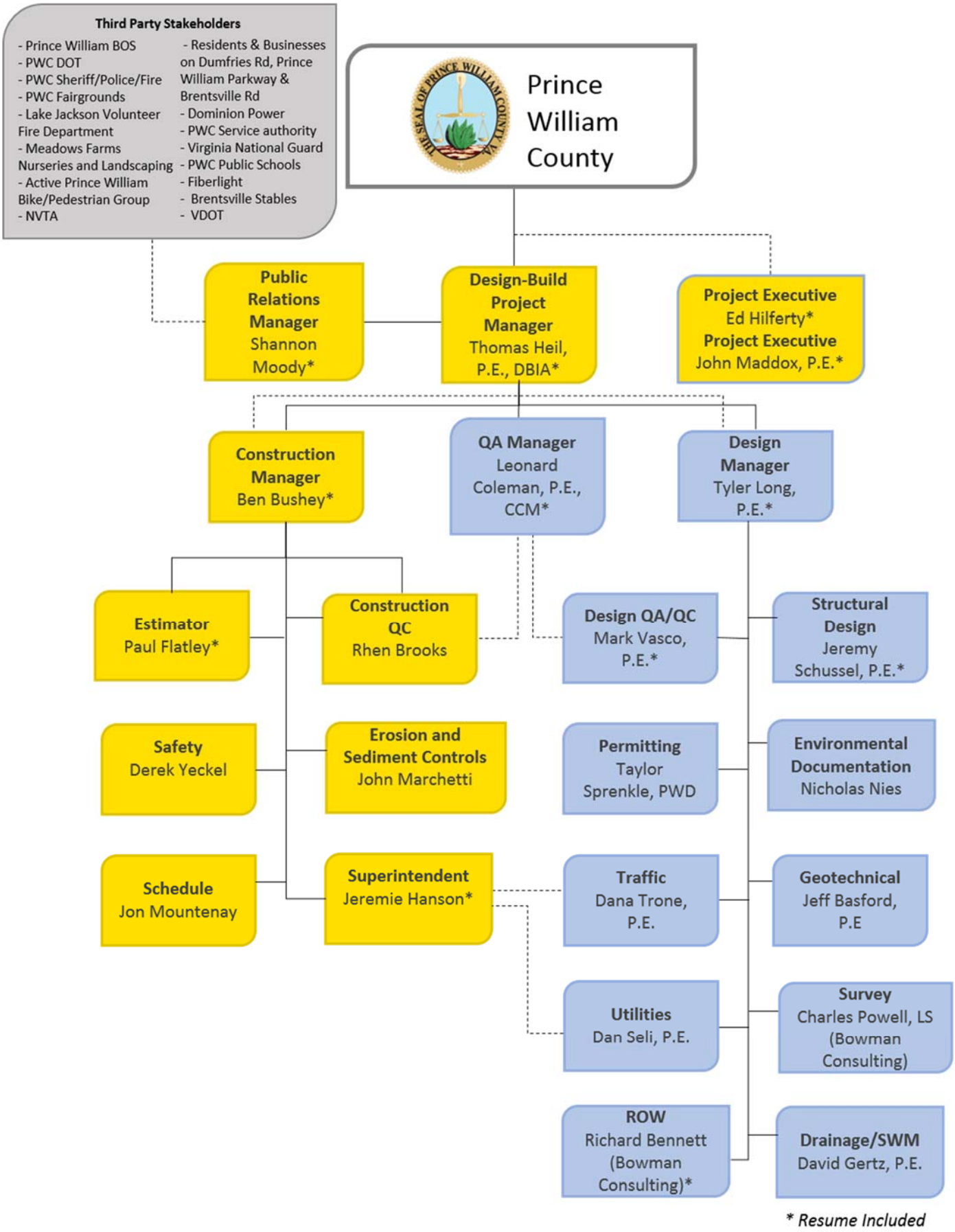
The organizational structure of our Team depicted on page 2 shows the roles of Allan Myers, WRA, and Bowman in the design, construction, quality management, and public outreach components for the Project. The ability of our major team members to self-perform all aspects of design and construction of the Project will provide the County with a high-quality project, delivered ahead of schedule, and within budget. Our firms will be supported by selected subconsultants we have worked with on similar recent projects.

Allan Myers VA, Inc. (Myers)	Whitman, Requardt and Associates, LLP (WRA)	Bowman Consulting Group, Ltd. (Bowman)
Design-Builder & Lead Contractor	Lead Designer	ROW, Survey, and Design Support

MANAGEMENT APPROACH

The Myers Team will manage the design and construction of the Project with focus on integration, collaboration, trust, and performance, both within the Design-Build Team and with the County. Our management approach to design-build project delivery includes:

- Partnering 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.
- Providing an experienced team of key personnel who have worked together on design-build projects in Virginia to deliver a design-build project for VDOT acceptance into the primary/secondary roadway system.
- Committing key personnel who have worked together on previous similar design-build projects and possess the necessary risk management/mitigation skills for this project.
- Conducting thorough constructability reviews at each design stage to ensure safe construction practices, minimize construction durations, and confirm schedule and cost adherence.
- Implementing quality programs to ensure all work is completed in accordance with contract requirements, "approved for construction" plans and specifications.
- Partnering with Prince William County in communicating with third party stakeholders for coordination, progress reports, and upcoming project events.



** Resume Included*

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 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 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. As a fourth-generation family-owned firm, the company is always striving to build projects for our clients in way that is "Better, Faster, and Safe", just like it says on our hardhats.

The foundation of our success as a self-performing contractor, Myers employs more than 625 construction professionals and craft workers in Virginia and more than 2,000 throughout the Mid-Atlantic. We believe it is the expertise, commitment, and hard work of our employees that has led to continued success over the past 80 years.

Myers employees bring our company culture of collaboration, integration, trust, and performance to each project. Supporting this culture is our practice of *The Collaborative Way*, which supports the collective development of innovative design and construction methods. The Collaborative Way encompasses five core areas:

- Listening generously to set aside preconceived notions and understand other's perspectives.
- Speaking straight to address issues in a forwarding manner and resolve issues promptly.
- Being for each other to create mutual support and proactively clean up any miscommunications.
- Honoring commitments and promptly communicating when issues arise.
- Acknowledgement & appreciation which elevates responsibility beyond what is required.

We utilize these practices to implement structured partnering process with clients, which has proven especially valuable on alternative delivery transportation projects like the Route 234 – Brentsville Road Interchange project. Our public outreach personnel will work closely with Prince William County to support public outreach efforts with focus on clear communication, alignment between community and project goals, and building public trust.

Myers is an industry leader in alternative project delivery with a portfolio of 23 projects for state, local, and private clients including the $2.4B I-66 Outside the Beltway P3, $140M I-64 Segment II Design-Build, and $34M I-95 Contee Interchange Design-Build, and $20M I-581 Elm Avenue Design-Build Projects. Myers has been constructing bridges for more than 50 years and has recently constructed 30 grade separated interchange projects including the $50M I-276/SR29 Slip Ramp and the $51M PA Route 222 Bypass projects. Recent success on alternative delivery projects have been recognized with industry awards from the Design Build Institute of America (DBIA), Virginia Transportation Construction Alliance (VTCA), and American Society of Highway Engineers (ASHE), for the I-95/Temple Avenue Innovative Interchange and MD 404 Dualization Design-Build Projects.

At Myers, safety is recognized as an inseparable element of the design development and construction sequencing/operation planning. Our focus includes the traveling public, construction personnel, inspection staff, and all individuals that enter the work zone. Myers' *Home Safe Tonight* safety culture is a personal and organizational commitment to incident and injury-free construction. Since starting the *Home Safe Tonight* journey in 2008, Myers has reduced its recordable incident rate to a rate five times lower than the industry average and was acknowledged in 2018 with Safety Awards from Virginia Transportation Construction Alliance, Hampton Roads Utility & Heavy Contractors Association, and Engineering News Record.

Whitman, Requardt & Associates (WRA) is a full service architectural and engineering firm that was founded in 1915 primarily serving state and local governments in the Mid-Atlantic region. WRA has provided professional engineering, planning and construction management services for more than 65 years in Virginia to counties, local municipalities, and VDOT. WRA is consistently ranked in the top 10 for Mid-Atlantic Design Firms and they were recently named Mid-Atlantic Design Firm of the Year. WRA maintains one of the largest highway design groups in Virginia. With over 180 total staff, WRA brings experienced staff for roadway, bridge, retaining wall, drainage, river mechanics analysis, traffic engineering, ITS, utility, geotechnical engineering, and environmental permitting.

WRA's unique partnership management structure enables them to provide a full range of high quality multi-disciplinary services from their local offices that results in the economical delivery of projects through design and construction. WRA has established a reputation for completing major interchanges and roadway projects with bridges on aggressive schedules for municipal clients and VDOT, such as the Fairfax County Parkway at Fair Lakes Parkway interchange and the Woodrow Wilson interchange (I-95/295/495) project. This experience and breadth of knowledge enables our design team to analyze both the existing conditions as well as future traffic demands to arrive at the best solution that optimizes both schedule and budget while garnering support from local elected officials and the traveling public.

In the last seven years, WRA has worked on thirteen Design-Build projects in Virginia valued at over $228M and has been a design-build leader in the Mid-Atlantic region working on over 50 design-build projects for federal, state, and local government entities. WRA has supported PPTA projects throughout the Commonwealth, including the Route 636 Relocation in Augusta County where WRA designed a single span structural steel bridge to span the right-of-way of an existing BBRR/CSXT railroad line, geotechnical, and quality assurance during construction.

WRA has a history of providing high quality design plans/documents and construction management/inspection on major transportation projects in the region that maintain our client's schedules and budgets, while meeting all county, state and federal regulations. Our expertise in interchange design has resulted in major cost savings on similar projects in determining the right solution for each individual project as well as accelerated completion by focusing on constructability during each phase of a project.

Bowman Consulting Group (Bowman) provides civil engineering, planning, surveying, environmental, landscape architecture, water/wastewater engineering, and transportation services to a variety of public and private markets throughout the United States. Bowman also offers particular expertise in zoning, economic development and in land development/building regulations at the local, state and federal levels. The work of the firm includes commercial, industrial, educational, residential, retail, health care, recreational, utility, municipal, and federal projects. Founded in 1995, Bowman is headquartered just west of Washington, D.C. in Chantilly, Virginia.

Over the past ten years, Bowman has been involved in 10 alternative delivery public-private partership projects under the Public-Private Education Facilities and Infrastructure Act (PPEA) including the Andrews Airforce Base Housing Privatization Project, Fort Belvoir Housing Privatization Project, George Mason University Phase I NE Fairfax Campus Project, and the Grand Parkway Infrastructure Project Segments H, I-1 & I-2.

Bowman will support the our Team with right-of-way, survey, and design support on this project. Bowman provides right-of-way acquisition services for major transportation projects, including P3 and design-build projects and numerous locally administered projects. Bowman recently provided right-of-way and surveying in support of improvements to over 60 miles of the I-66 corridor in Fairfax and Prince William Counties. Their support brings a full working knowledge of federal and state (VDOT) regulations regarding providing appraisal, negotiations, and relocation assistance services. The Bowman staff is capable of handling the simplest or most complex land and right-of-way acquisition program, including relocation assistance services in an efficient and professional manner. On the Piedmont Community College Project, Bowman's thorough and comprehensive knowledge of Prince William County guidelines and ordinances helped to keep this project on schedule and within budget.

I-95/CONTEE RD INTERCHANGE DESIGN-BUILD | $33,728,116 | MD STATE HIGHWAY ADMINISTRATION

Myers received the 2016 MDQI Award of Excellence Partnership Construction Gold Award for exemplifying a high level of achievement through their practice of the Partnering principles.

Allan Myers was the Design-Builder for this new bridge and interchange project on I-95 between MD198 and the Inter-County Connector – MD200. Contee Road (Konterra Drive) replaced the existing Van Dusen Road crossing over I-95 and was constructed parallel to the north. The project included a new 4-span bridge over I-95, two interchange directional ramps and two cloverleaf ramps and required close coordination with several adjacent county, state, and private projects. The Myers proposed concept included optimizations that resulted in over $2 million in cost savings by reducing the bridge length, refining roadway geometrics, optimizing SWM features, reducing earthwork, and simplifying the construction sequence. The project was constructed with zero traffic incidents with the traveling public. Myers used detailed TMPs, limited construction access points, and limited work areas to maximize public safety. The project reached on-time completion of all milestones and the new bridge was opened four weeks ahead of schedule. The project was delivered on budget and in compliance with all applicable design and construction standards.

Project Relevance

- Interchange design-build project
- Improved traffic operations and safety
- Enhanced access for local community
- Coordination construction with commuters and local road users
- Utility coordination and relocation
- Pedestrian & Bike Access

I-581 ELM AVENUE INTERCHANGE DESIGN-BUILD | $20,742,695 | VDOT

"The Myers approach to project management has served the Department well… Project scheduling is done on site and involves input from superintendents which improves the efficiency of planning construction in an urban setting where many smaller but detailed work activities have to be performed in a particular sequence using multiple stages."- Robert Phlegar, VDOT DB Project Manager

Allan Myers was the Design-Builder for this project which improved traffic flow along I-581 and Elm Avenue by reducing congestion at the interchange. Improvements included adding one lane to both off ramps from I-581, extending the left turn lane in each direction on Elm Ave., widening/replacing two bridges on Elm Avenue (one over I-581 & one over the Norfolk Southern Railroad), and reconstructing all four ramps.

The project converted a four-lane urban highway structure over I-581 to a six-lane bridge and converted a four-lane urban highway structure to a seven-lane bridge over Norfolk Southern Railroad.

The Myers Team developed an economical and systematic approach that allowed the project to be built efficiently with the least amount of disruption to the public. To mitigate traffic impacts, Myers coordinated with the public and VDOT TOC to keep parties informed of lane closures and traffic signal impacts. In addition, pavement markings were proactively refreshed to provide clear direction for traffic flow.
Myers achieved on-time substantial completion despite numerous unforeseen issues. The project was delivered on budget and in compliance with all applicable design and construction standards.

Project Relevance

- Interchange design-build project
- Pedestrian & Bike Accommodations
- Improved traffic operations and safety
- Bridge design and construction
- Enhanced access for surrounding community

WALNEY ROAD BRIDGE REPLACEMENT DESIGN-BUILD | $12,205,635 | VDOT

"Since Project completion, traffic congestion and traffic flow to and along the Route 28 corridor has improved. The success of this Project lies squarely with the dedication, professionalism, and commitment of the entire Allan Myers Team. Myers' focus on worker, stakeholder, and motorist public safety resulted in a zero-incident Project, an enviable achievement for any construction project in VDOT's Northern Virginia District." – Ari Rafman, VDOT

The Myers Team designed and constructed the replacement of an existing two-lane bridge on Walney Road over Flatlick Branch with a four-lane bridge. The project included 1.4 miles of roadway widening, addition of a 5-foot bicycle lane in each direction, and a 12' wide shared use path. In addition to being lead designer, WRA provided quality control services for the construction of the VDOT design-build project and Bowman provided right-of-way acquisition and survey for this project.

The Myers Team implemented a proactive public outreach campaign that resulted in minimal comments from the traveling public. A proactive approach to managing unsuitable soils eliminated the risk of delaying the roadway opening. The team completed concurrent utility relocations with roadway and bridge construction to expedite construction.

This project was completed on budget, on schedule, and in compliance with all applicable design and construction standards.

Project Relevance

- Myers/WRA Team design-build project
- Bridge design and construction
- Shared-use path for bicycle & pedestrian access
- Utility coordination and relocations
- Proactive public outreach program
- Unsuitable soils management
- Right-of-way services by Bowman

MD 404 DUALIZATION DESIGN-BUILD | $105,687,947 | MD STATE HIGHWAY ADMINISTRATION

"With the completion of the MD 404 upgrade, our administration is proud to deliver on the number one priority for Queen Anne's, Talbot, and Caroline counties – complete and a year and a half ahead of schedule." – Governor Hogan

As the majority partner in the Design-Build Joint Venture for the MD 404 Corridor Safety Constructors (CSC) Team, Allan Myers partnered in the expansion of the existing two-lane road to a four-lane divided major corridor highway serving through traffic and the adjacent properties and communities. The project designed and constructed two additional lanes along 9 miles of MD 404 to alleviate congestion and reduce crash rates along the corridor. Due to the expedited project schedule and significant project safety benefits, the project was the recipient of multiple awards including the ABC Excellence in Construction and MDQI Project of the Year. The project incorporated seven innovative and cost-effective ATCs that resulted in over $11 million in savings. Myers proposed DBPM Tom Heil served as the design-build integrator for the project. The construction approach/MOT sequencing for the project limited the number of traffic shifts and utilized off-peak shifts to minimize disruptions for the traveling public. The project was completed on schedule, within budget, and in compliance with all applicable design and construction standards.

Project Relevance

- Relieved existing traffic congestion
- Improved traffic operations and safety
- Enhanced access for the surrounding community
- Construction coordination for local and through traffic
- Utility relocations and coordination

FRANCONIA-SPRINGFIELD PKWY/SPRINGFIELD PKWY INTERCHANGE DESIGN-BUILD | $9,575,236 | VDOT

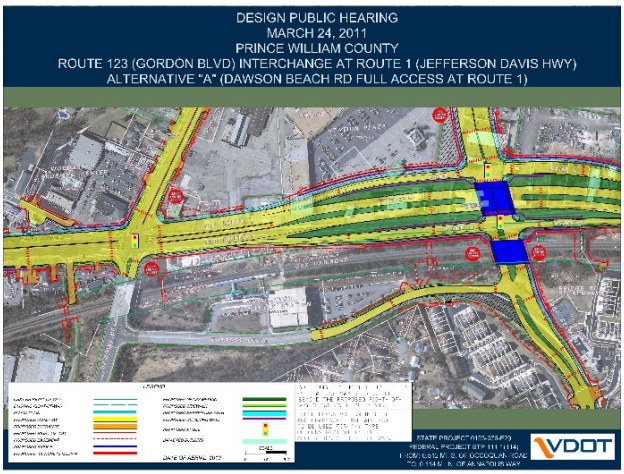
The conceptual temporary traffic control plans were modified to increase safety and efficiency during construction.

This interchange improvements project upgraded the loop ramp from Fairfax County Parkway onto Fairfax County Parkway/Franconia-Springfield Parkway by adding a free single right turn lane creating a dual lane loop ramp. Improvements include bridge rehabilitation, retaining wall construction, and sidewalk/shared use path improvements. The scope of work included pavement demolition, new roadway construction, bridge modification and repair, and traffic maintenance and management. Proactive planning for unsuitable soils helped maintain the project schedule. To maintain continuous pedestrian access and ensure continuity of the "Cross County Trail" and other local pedestrian movements, Myers worked closely with the Engineer of Record to develop a phased MOT approach that preserved the trail system, balanced vehicle and pedestrian traffic, and prioritized through trail movements. The project was completed on schedule, within budget, and in compliance with all applicable design and construction standards.

Project Relevance

- Interchange design and construction
- Relieved traffic congestion
- Bicycle/pedestrian accommodations
- Enhanced public outreach

ROUTE 1 INTERCHANGE AT ROUTE 123 | $168,000,000 (ESTIMATED) | VDOT



Public involvement and the support of local government leaders were the key to success on this project.

WRA provided engineering services for the study and final design of an interchange at the intersection of Route 123 and Route 1 in Prince William County, widening both Route 1 and Route 123 to six lanes. Route 123 is connected to Belmont Bay Drive on the east side of Route 1 by bridging over the railroad and Route 1 with the widening extending northward along Route 123 to the I-95 interchange. Horner Road and Occoquan Road are also widened. The design included three bridges as well as extensive retaining walls due to adjacent development and the proximity of the railroad. WRA prepared traffic studies and developed traffic forecast and analysis models of existing and design year levels of service for multiple interchange concepts. The project is a key element of the revitalization of the Route 1 Corridor entering Prince William County. The proposed bridges and walls include architectural elements to make the project a "gateway" into the County. The project was completed on schedule, within budget and in compliance with all applicable design standards.

Project Relevance

- Design of roadway, interchange and bridges
- Traffic data collection/analysis/forecasting
- Hydraulics/Stormwater Management
- Bicycle/Pedestrian Accommodations
- Utility relocation and undergrounding plans
- Public involvement program

FAIRFAX COUNTY PARKWAY INTERCHANGE AT FAIR LAKES PARKWAY | $44,000,000 | VDOT

The interchange is in a highly urbanized area of Fairfax County and required close coordination with the public as well as local elected officials.

WRA provided engineering services to VDOT for the study and final design of the Fairfax County Parkway and Fair Lakes Parkway interchange. WRA developed conceptual designs for the interchange including the connection of Monument Drive within the interchange design and provided access management by eliminating the existing at-grade intersection. WRA prepared traffic studies and performed traffic analysis of existing and design year capacities and levels of service. The project included the widening of Fairfax County Parkway from four to six lanes in the median and accommodates future HOV lanes. The project also included the design of two bridges, one bridge widening, over 43,000 sf of retaining walls to reduce right-of-way impacts and over 70,000 sf of noise wall along the project. Modification of the existing traffic management system, ITS elements, signs and signals, and lighting were also part of the project. An in-depth continuing public involvement program was a vital part of the project success. The project was completed on schedule, within budget and in compliance with all applicable design standards.

Project Relevance

- Roadway and Interchange Design
- Bridge and Retaining Wall Design
- Traffic engineering, including MOT and TMP
- Public Involvement
- Stakeholder Coordination

SR0322/SR0222 INTERCHANGE IMPROVEMENTS | $80,000,000 (ESTIMATED) | PENNDOT

Reconfiguring the interchange to a DDI was determined to be the best approach to meet the project's goals achieving a benefit to cost ratio of 13:1 and subsequently advancing to final design.

WRA is finalizing the design of a Diverging Diamond Interchange (DDI) in Lancaster County for the Pennsylvania Department of Transportation (PennDOT). The project's primary goal is increasing safety and improving traffic operations and accommodating non-motorized modes of transportation. WRA performed an initial alternative analysis for eight interchange configurations, with the DDI being selected for final design. The DDI configuration will be situated beneath the existing bridges without requiring improvements to the structure, resulting in significant cost savings. WRA is also the lead designer for the traffic signals, signing and pavement markings, highway lighting, and ITS components for the project. Maintaining functionality of an existing box culvert that carries a stream completely under the existing interchange was critical to the project's success. The project was completed on schedule, within budget and in compliance with all applicable design standards.

Project Relevance

- Roadway, interchange and bridge design
- Bicycle/Pedestrian Accommodations
- Hydraulics and Stormwater Management
- Complex Maintenance of Traffic Plan
- Public Involvement and Communications

ROUTE 29 SWEETBRIAR INTERCHANGE | $33,250,000 | VDOT

The project was noted as one of the most complex projects in Central Virginia and was awarded the ACEC Honor Award for Design Excellence.

WRA was retained to provide complete engineering design services to VDOT for the Route 29 Bypass Interchange at Sweet Briar College, located at the northern terminus of the Madison Heights Bypass and connected to the existing Amherst Bypass. The interchange was located where the Norfolk Southern mainline track, Rutledge Creek (FEMA Floodplain) and the existing Route 29 roadway are within 1,000 feet of each other in the center of the interchange, requiring a unique design that separated the future Route 29 Business traffic from the high-speed Route 29 Bypass traffic. WRA evaluated multiple interchange alternatives and developed an innovative design that provides for a continuous route for 29 Business through the interchange, with the selected alternative supported by all stakeholders for the project. Four highway bridges and two railroad bridges were designed including two-span continuous steel girder bridges and a jointless deck bridge with semi-integral abutments. The project was completed on schedule, within budget and in compliance with all applicable design standards.

Project Relevance

- Roadway and Interchange Design
- Hydraulics and Stormwater Management
- Bridge Design
- Transportation Management Plan
- Public Involvement

I-95 EXPRESS LANES SOUTHERN TERMINUS EXTENSION DESIGN-BUILD | $31,700,000 | VDOT

This project was completed 9 months ahead of schedule and was awarded an ACEC Engineering Excellence Award of Merit for Transportation.

WRA provided professional engineering services as the Lead Designer for this accelerated design-build project, including 2.2 miles of new reversible Express Lanes with slip ramps from I-95 general purpose lanes to provide a new northbound entry and a southbound exit for the Express Lanes. Extending the Express Lanes eliminated a heavy weave movement from eastbound Route 610 to the northbound Express Lanes, thereby resulting in a significant reduction in congestion on the I-95 corridor. . The design required expertise in roadway, ramp, drainage, traffic engineering, lighting, TMP, geotechnical evaluations, noise wall analysis and design, public involvement, and constructability reviews. WRA designed all drainage improvements and completed the stormwater analysis for the project on an accelerated schedule to allow construction to begin within weeks of Notice to Proceed. The project was completed on schedule, within budget and in compliance with all applicable design standards.

Project Relevance

- Roadway and ramp design
- Hydraulics and Stormwater Management
- Traffic Engineering and ITS Design
- Transportation Management Plan
- Public Involvement

KEY PERSONNEL

(c) 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*

Years' Experience:
32 Years

Education/Training:
University of Maine; Civil Engineering; 1986
University of Maryland; Civil Engineering; 1996

Contact Information:
804.290.8536
tom.heil@allanmyers.com
12500 Fairlakes Circle, Suite 150, Fairfax, VA 22033

Tom has 32 years of progressive experience, including more than 13 years with design-build and PPTA projects. He works closely with the designer of record, construction personnel, and estimators to accelerate project delivery, reduce community and environmental impacts, and minimize delays. For the past six years, Tom has served as Myers' design-build manager, and has recently been promoted to director of design-build. His experience as design-build project manager and responsible charge engineer on recent complex projects will support early completion, maintained mobility throughout construction, and integrated design and construction analysis and approach development.

Select Project Experience

- VDOT | I-66 Outside the Beltway P3 | $2.4B | Deputy Design Manager | 22 miles of reconstruction and widening, three express lanes and two general purpose lanes in each direction, 8 interchanges and 35 bridges.
- VDOT | I-64 Segment II Design-Build | $140M | Responsible Charge Engineer | Widening of seven miles of four-lane divided highway and including nine new bridges and three interchanges.
- MDOT SHA | MD 404 Dualization | $105M | Design-Build Integrator | Two-lanes to four-lane roadway dualization to minimize congestion and improve traffic safety along the high-accident rate corridor.
- VDOT | Walney Road Design-Build | $12M | DBPM | Bridge replacement and roadway widening from two to four-lanes. Successful design-build project partnership with WRA and Bowman.
- VDOT | I-95/Temple Ave. Interchange Design-Build |$15M | Design-Build Integrator | Realignment of the existing interchange ramps and replacement of the signalized interchange intersection with a roundabout.

LENNY COLEMAN, P.E., CCM — *QUALITY ASSURANCE MANAGER*

Years' Experience:
14 Years

Education/Training:
George Mason University; B.S. Civil Engineering; 2009

Contact Information:
703.293.7462
lcoleman@wrallp.com
12700 Fair Lakes Circle, Suite 300, Fairfax, VA 22033

Lenny leads and manages quality assurance and quality control construction teams on alternative delivery and traditional roadway, bridge, and utility projects. He has served as QA manager and QC manager on over $100 million worth of VDOT DB projects and manages QA inspection staff on over $70M worth of construction and maintenance for both VDOT and locally administered projects. Lenny brings unique and relevant experience to the team as both a resident and employee of Prince William County for eight years and over four years respectively. Prior to joining WRA, at PWC DOT he served as construction manager for several PPTA projects including Route 1 North and University Blvd.

Select Project Experience

- VDOT | I-95 Express Lanes Southern Terminus Extension Design-Build | $36.7M | Quality Assurance Manager | Construction of a 2.2-mile reversible lane to improve traffic flow and reduce congestion.
- VDOT/EFLHD | Fairfax County Parkway Interchange & Widening Design-Build | $150M | Assistant Quality Assurance Manager | Construction of two miles of new roadway, six new bridges, and three interchanges to connect the section of Fairfax County Parkway through Fort Belvoir North Area.
- VDOT | Walney Road Design-Build | $12M | Quality Control Manager - Bridge Replacement and widening from two to four-lanes. Successful design-build project partnership with Myers and Bowman.

TYLER LONG, P.E. ***DESIGN MANAGER***

Years' Experience:
22 Years

Education/Training:
Valparaiso University; B.S. Civil Engineering; 1997

Contact Information:
703.293.7435
tlong@wrallp.com
12700 Fair Lakes Circle, Suite 300, Fairfax, VA 22033

Tyler manages roadway design staff in WRA's Fairfax office for many major interchange and roadway improvement projects. These projects are in northern Virginia and range up to $70 million. Tyler has 22 years of roadway engineering experience concentrating on highway design in both urban and rural areas. He has worked as a project manager on projects for VDOT and numerous localities bringing a strong understanding of design criteria, standards, and requirements. His experience includes roadway design, interchange design, intersection design, realignments and reconstruction, drainage design and maintenance of traffic.

Select Project Experience

- VDOT | Fairfax County Parkway Widening and Interchange at Popes Head Road | $190M | Roadway Design | The analysis and design of interchange alternatives and roadway widening to remove a signalized intersection on the Parkway at one of the most congested intersection in Fairfax County.
- Town of Leesburg| Route 7 (East Market Street) Interchange at Battlefield | $60M | Interchange Design Manager - Preliminary design | VDOT administered project which included the analysis and design of interchange alternatives to remove a signalized intersection on Route 7 going into the Town of Leesburg.
- VDOT | Walney Road Design-Build | $12M | Roadway Task Manager | Bridge Replacement and widening from two to four-lanes. Successful design-build project partnership with Myers and Bowman.

BEN BUSHEY ***CONSTRUCTION MANAGER***

Years' Experience:
12 Years

Education/Training:
Penn State University; Civil Engineering; 2007

Contact Information:
804.652.2124
ben.bushey@allanmyers.com
301 Concourse Blvd # 300, Glen Allen, VA 23059

Ben manages all aspects of projects including planning and scheduling work activities; coordination with owners & other stakeholders, design consultants, and utility owners; and public outreach for all phases of construction. Ben also oversees project engineers and superintendents to ensure project delivery meets or exceeds all expectations of quality, safety, schedule, and budget. With experience in multiple similar projects, Ben brings an interchange, roadway, and bridge construction expertise with a focus on quality delivery and budget management. His leadership will ensure the Project is completed on schedule and all project milestones are met.

Select Project Experience

- VDOT | I-95/Temple Ave. Interchange Design-Build |$15M | Construction Manager | Realignment of the existing interchange ramps and replacement of the signalized interchange intersection with a roundabout.
- VDOT | I-64 Segment II Design-Build | $140M | Roadway Construction Manager| Widening of seven miles of four-lane divided highway and including nine new bridges and three interchanges.
- VDOT | I-581 Elm Avenue Design-Build | $20M | Construction Manager | Interchange modifications to reduce congestion and improve traffic flow included widening/replacing two bridges and reconstructing all four ramps.
- PA Turnpike Commission | I-276 Widening & Valley Forge Interchange | Project Engineer| $173M | Reconstruction and widening of 5.3 miles of the PA Turnpike from four to six-lanes and reconstruction of the Valley Forge interchange.

PAUL FLATLEY — ***DESIGN-BUILD INTEGRATOR/ESTIMATOR***

Years' Experience:
19 years

Education/Training:
Virginia Tech; Civil Engineering; 2002

Contact Information:
804.290.8509
paul.flatley@allanmyers.com
301 Concourse Blvd # 300, Glen Allen, VA 23059

Paul has 19 years' experience in construction and estimating ranging from field engineer to project manager and estimator. For the past 7 years, Paul has focused on estimating and preconstruction efforts for alternative delivery, P3, design-build and other large projects. In his position Paul is involved in the design development and concept selection, constructability analysis/review, design and construction scheduling, estimate development, and technical proposal preparation. Paul's experience and expertise in all elements of design-build project delivery and background in construction operations guides the selection of cost-effective design and construction solutions with schedule certainty.

Select Project Experience

- VDOT | I-64 Segment II Design-Build | $140M | Estimator | Widening of seven miles of four-lane divided highway and including nine new bridges and three interchanges.
- VDOT | Walney Road Design-Build | $12M | Estimator | Bridge replacement and roadway widening from two to four-lanes. Successful design-build project partnership with WRA and Bowman.
- VDOT | F70 Holland Road Widening | $33,316,138 | Estimator | This project widened three miles of Holland Road (route 410) to increase safety and capacity.
- VDOT | Route 29 Over Tye River Design-Build | Construction Manager | Replacement of the Route 29 northbound lane bridge over the Tye River with a 650' long, five-span, two-lane concrete bulb-T bridge.

SHANNON MOODY — ***PUBLIC RELATIONS MANAGER***

Years' Experience:
25 Years

Education/Training:
Elon University; Communication/Journalism; 1994

Contact Information:
804.290.8528
shannon.moody@allanmyers.com
301 Concourse Blvd # 300, Glen Allen, VA 23059

Shannon is a high-performance, dynamic public affairs professional with outstanding qualifications creating and executing communications strategy in corporate, government, and non-profit environments. As the primary source, disseminator, and conduit of information, she oversees organizational messaging and implements innovative public relations strategies to broaden the impact of programs. As Myers' internal public relations coordinator for all alternative delivery projects, Shannon helps to facilitate communication with surrounding communities, clients, and local businesses to ensure a smooth and safe transition through construction and final completion.

Select Project Experience

- VDOT | I-64 Segment II Design-Build | $140M | PR Manager| Widening of seven miles of four-lane divided highway and including nine new bridges and three interchanges.
- VDOT | I-95/Temple Ave Interchange Design-Build | $15M | PR Manager| Realignment of the existing interchange ramps and replacement of the signalized interchange intersection with a roundabout.
- MDOT SHA | US 113 Phase 3 & 4 Design-Build | $84M | PR Manager | Widening and dualization of US 113 to relieve congestion and improve safety.
- VDOT | Walney Road Design-Build| $12M | PR Manager | Bridge replacement and roadway widening from two to four-lanes. Successful design-build project partnership with WRA and Bowman.
- VDOT | Franconia-Springfield Parkway Interchange Design-Build | $9M | PR Manager | Interchange improvements project upgraded ramps from Fairfax County Parkway onto Fairfax County Parkway/Franconia Springfield Parkway.

JEREMY SCHLUSSEL, P.E. ***STRUCTURAL DESIGN***

Years' Experience:
23 Years

Education/Training:
West Virginia University; MS/Civil Engineering (Structures); 1996
Virginia Military Institute; BS/Civil Engineering;1994

Contact Information:
804-327-5265
jschlussel@wrallp.com
9030 Stony Point Parkway, Suite 220, Richmond, VA 23235

Jeremy oversees the bridge engineering group in Virginia and serves as the project manager for project specific bridge projects and for the VDOT Structure and Bridge On-Call Contract that he has managed since 2006. Projects range in size from $1M to over $50M for bridge only projects and are located on secondary, primary, and interstate systems throughout Virginia. Jeremy has worked on multiple interchange projects and working in urban situations to provide long term low maintenance and innovative bridge structures within Virginia. His experience includes structural steel and pre-stressed concrete with fully integral and semi-integral bridge structures.

Select Project Experience

- VDOT | Fairfax County Parkway Interchange with Fair Lake Parkway and Monument Drive – Fairfax County | $44M | Bridge Project Manager | As part of the split diamond interchange two (2) new bridge structures were design; a 120 ft bulb-tee simple span over Monument Dr. and 150 ft bulb-tee simple span over Fair Lakes Parkway. Both bridge structures were detailed for long-term low maintenance.
- VDOT | Walney Road Design-Build| $12M | Bridge replacement and roadway widening from two to four-lanes. Successful design-build project partnership with WRA and Bowman.
- George Mason University| Route 123 (Ox Road) over Campus Drive – Fairfax County | $13M | Lead Structural Engineer | New bridge with roadway approaches for providing a bridge over a new roadway connecting the east and west campuses of GMU under the existing Route 123 profile. The 90-foot simple span required excavation of approximately 25 feet of existing roadway while maintaining four lanes of traffic on Route 123.

JEREMIE HANSON ***SUPERINTENDENT***

Years' Experience:
25 Years

Education/Training:
OSHA 30 Hour;
OSHA 10 Hour;
VDOT Work Zone Traffic Control and Flagging

Contact Information:
540.205.9062
jeremie.hanson@allanmyers.com
301 Concourse Blvd # 300, Glen Allen, VA 23059

As superintendent, Jeremie's responsibilities include assisting the project manager and schedule coordinator to develop detailed CPM and subcontractor management. He also supervises the crew members, ensures adequate manpower and equipment are available for each work activity, and plays an integral role in the job site safety. He works with the safety department to promote safe practices at the work site through daily morning huddles and tool box talks, before and after-action reviews, and subcontractor orientation programs. Jeremie's expertise in bridge construction will bring a wealth of knowledge to the project team. With extensive design-build experience he can assist throughout the life of the project and ensure quality construction and on time completion.

Select Project Experience

- VDOT | I-64 Segment II Design-Build | $140M | Superintendent | Widening of seven miles of four-lane divided highway and including nine new bridges and three interchanges.
- VDOT | I-581 Elm Ave Design-Build | $20M | Assistant Superintendent | Interchange modifications to reduce congestion and improve traffic flow included widening/replacing two bridges and reconstructing all four ramps.
- VDOT | Middle Ground Blvd Extension Design-Build | $34M | Assistant Superintendent| Extension and widening of new mainline divided highway and bridge over CSXT railroad.
- VDOT | F25 Route 1 Bridge | $11M |Superintendent | Reconstruction and widening of Route 1 to increase capacity.

RICHARD BENNETT ***RIGHT OF WAY MANAGER***

Bowman CONSULTING

Years' Experience:
50 Years

Education/Training:
Course Studies in Engineering Technology; Old Dominion University; 1966-67
Course Studies in Real Estate and Appraisals; Virginia Commonwealth University; 1979-80

Contact Information:
703-464-1000
rbennett@bowmanconsulting.com
3863 Centerview Drive #300, Chantilly, VA 20151

Richard has more than 50 years of experience in the transportation and utility sectors, 38 of which he served in various capacities at VDOT. He is responsible for Bowman's right- of- way acquisition efforts, relocation consulting, utility coordination and railroad coordination. He has extensive knowledge in federal and state laws, rules, regulations and procedures regarding right of way acquisition, relocation assistance and utility relocations and accommodation. Richard most recently served for 6 years as VDOT's State Right of Way and Utilities Director, providing leadership and direction for statewide right-of-way, utility, railroad, and property management programs.

Select Project Experience

- VDOT | Walney Road Design-Build | $12M | ROW Manager for this bridge replacement and roadway widening project from two to four-lanes. Successful design-build project partnership with WRA and Bowman.
- VDOT | Route 3 Safety Improvements – Fredericksburg, VA | $19M | ROW Manager for all right-of-way services for this design-build project with WRA serving as lead designer. Services includes: narrative appraisals on 9 parcels, AA appraisals on 20 parcels, BAR appraisals on 26 parcels, negotiations on 28 parcels, and post negotiation services on 63 parcels, including VDOT RUMS data entry.
- VDOT | I-495 Capital Beltway HOT Lanes Project (I-95 to Dulles Access Road) – Fairfax County | $1.3B | Right of Way and Utility Project Director for 14 mile widening project which added HOT lanes in the median of I-495, including the reconstruction of seven interchanges and the accompanying crossroads.

ED HILFERTY ***PROJECT EXECUTIVE, VP OF DESIGN-BUILD***

ALLAN MYERS

Years' Experience:
28 Years

Education/Training:
Drexel University; Civil Engineering; 1994

Contact Information:
804.290.8537
ed.hilferty@allanmyers.com
301 Concourse Blvd # 300, Glen Allen, VA 23059

Ed is responsible for the executive oversight and management of design and construction processes for alternative delivery and design-build projects providing supervision/oversight of all aspects of the work. He routinely oversees multiple projects with construction values in excess of $200M simultaneously. Ed manages large teams comprised of design professionals, construction managers, and specialty subconsultants - all focused on providing projects on-time and within budget. He coordinates with owners, clients, and project stakeholders to proactively identify, mitigate, and resolve potential issues without impacting the project schedule. He is an active participant in public outreach meetings and ensures public concerns are promptly/appropriately addressed.

Select Project Experience

- VDOT | I-581 Elm Avenue Design-Build | $20M | Project Executive| Interchange modifications to reduce congestion and improve traffic flow included widening/replacing two bridges and reconstructing all four ramps.
- VDOT | Walney Road Design-Build | $12M | Project Executive | Bridge replacement and roadway widening from two to four-lanes. Successful design-build project partnership with WRA and Bowman.
- MDOT SHA | MD 404 Dualization Design-Build | $105M | Project Executive | Two-lanes to four-lane roadway dualization to minimize congestion and improve traffic safety along the high-accident rate corridor.
- VDOT | Franconia-Springfield Parkway Interchange Design-Build | $9M | Project Executive | Interchange improvements project upgraded ramps from Fairfax County Parkway onto Fairfax County Parkway/Franconia Springfield Parkway.

JOHN MADDOX, P.E. ***PROJECT EXECUTIVE/SENIOR VICE PRESIDENT***

Years' Experience:
33 Years

Education/Training:
West Virginia Institute of Technology; B.S. Civil Engineering; 1985

Contact Information:
804-327-5201
jmaddox@wrallp.com
9030 Stony Point Parkway, Suite 220, Richmond, VA 23235

John manages the WRA Virginia Transportation efforts and serves as the project manager or project executive on many major interstate and interchange projects. These significant projects are located throughout Virginia and range up to $100 million. John brings extensive experience with the analysis and design of interchanges that replace existing signalized intersection to eliminate crash hot spots and improve traffic operations with innovative design solutions and maintaining design schedules and project budgets.

Select Project Experience

- VDOT | Route 123/1 Interchange and Widening – Prince William County | $160M | Project Manager - The analysis and design of a complex interchange and roadway improvements removing major signalized intersections from Route 1.
- VDOT | Fairfax County Parkway Interchange with Fair Lake Parkway and Monument Drive – Fairfax County | $44M | Project Manager - The analysis and design of a split diamond interchange and roadway widening to remove two signalized intersection on the Parkway at one of the most congested intersection in Virginia.
- VDOT | Route 29 Bypass Sweet Briar Interchange - Lynchburg | $32M | Project Manager - The analysis and design of a complex interchange connecting the Route 29 Bypass to existing Route 29 north of Madison Height removing a signalized intersection and providing freeway operations on a major portion of Route 29
- VDOT | Walney Rd Bridge Replacement | $12M | Design Manager |Bridge replacement and roadway widening from two to four-lanes. Successful design-build project partnership with WRA and Bowman.

POINTS OF CONTACT

Primary points of contact for the Myers/WRA Team for this submission are as follows:

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

John Maddox, PE
Senior Vice President
JMaddox@wrallp.com
804-314-0616

AUDITED FINANCIALS

(d) 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 from 2017 in included in a separate sealed envelope with this proposal.

OBLIGATION TO DISQUALIFY FROM PARTICIPATION

(e) 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, §2.2-3100 et seq. of the Code of Virginia.

In accordance with the Virginia State and Local Government Conflict of Interest Act, Chapter 31 of Title 2.2, we do not know of anyone that is part of the Myers/WRA Team that would be required to disqualify themselves for participation in this project.

QUALIFIED WORKFORCE

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

As a self-performing contractor, Allan Myers employs more than 2000 construction professionals throughout the Mid-Atlantic region. More than 625 employees of the firm's employees are Virginia residents, 110 of whom live in Northern Virginia. With this depth of resources, Myers anticipates self-performing the majority of construction work for the Project, with support from our network of subcontractors and suppliers to meet Disadvantages 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 a high level of quality and the ability to expedite the project schedule.

Allan Myers has a long-tenured work force, with nearly 600 employees that have worked with the company for over 10 years. This engaged and tenured workforce is grounded in Allan Myers 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.

SWORN CERTIFICATION

(g) 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, Vice President/General Manager

Attest: _____
Madelyn Treadwell, Administrative Assistant

SWORN CERTIFICATION

(g) 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.

Whitman, Requardt and Associates, LLP has not been debarred and is not currently debarred or suspended by any federal, state, or local government entity.

By: _____
John P. Maddox, PE, Senior Vice President

Attest: _____
Erin P. Donovan, PE, Associate

SWORN CERTIFICATION

(g) 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.

Bowman Consulting Group, Ltd. has not been debarred and is not currently debarred or suspended by any federal, state, or local government entity.

By: _____
Scott Delgado, PE – Principal/Branch Manager

Attest: _____
Tiffany Abbott, Marketing & Proposal Development Manager

2. 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.

The Myers Team has reviewed and studied the existing conditions to gain a comprehensive understanding of the challenges that the traveling public faces when navigating Route 234 Bypass, Route 234 Business Route (Dumfries Road), Brentsville Road, and Prince William Parkway. The Route 234 Bypass was reviewed under the VDOT Strategically Targeted Affordable Roadway Solutions (STARS) program, which is used to develop comprehensive, innovative transportation solutions to improve congestion and solve traffic and safety challenges in the State of Virginia. As noted in the completed STARS study for the Route 234 Corridor, this area contains four intersections that form a grid studied as a whole in order to design and construct a solution that allows the network to function more efficiently and effectively for motorists. The STARS report details several heavy turning movements that need to be accommodated in the proposed interchange design as well as utilizing the existing right of way previously purchased for a future interchange.

Figure 2.1 STARS Preferred Concept: Grade Separated Spork

One of the key factors in determining the best solution was the heavy travel demand along the Prince William Parkway on Route 294 and onto the Route 234 Bypass. The preferred STARS concept, referred to as a "spork", addresses this heavy traffic volume and proposes a combination of multiple innovative and traditional concepts. This concept removes the existing signal at the intersection of Prince William Parkway and Brentsville Road by creating a bridge to elevate traffic. While one signal does remain on Route 234 Bypass, the number of phases is reduced at the intersection of Route 234 Bypass with Route 234 Business Route. The concept also incorporates a green-T at the intersection of Prince William Parkway and Bradley Cemetery Road to improve traffic operations further.

While the concept requires minor rerouting of traffic and minor right-of-way acquisition beyond what was already obtained, the overall benefits include reducing the number of conflict points, delays, and stops which in turn could reduce the number of rear end and angle crashes. The spork concept also allows for pedestrian movements by providing a link across the new bridge to allow grade-separated access from Prince William Parkway to Dumfries Road.

The Northern Virginia Transportation Authority (NVTA) states that the regional impacts from construction of this project will include:

- Reduce congestion and improve travel times
- Provide long-term operational improvements to Route 234 Bypass
- Provide improved safety and operations

In the spirit of meeting those goals, the Myers Team will utilize the STARS concept as a starting point and continue design optimization and development to meet the goals listed above. Our Team brings a wealth of experience with

both traditional and innovative intersection design and construction which will aid the Team in designing the best solution for Prince William County and the region. As part of the public involvement process for the Interchange Justification Report (IJR), our Team will study several proposed interchange options and vet each thoroughly.

This project has been included in Prince William County's Comprehensive Plan since 1984. As the need for the project improvements only increases as more time passes, the County prepared and submitted a SMARTSCALE application to VDOT for funding approval. As a result of that application which was based on the design concept proposed in the STARS study, the Project was approved for $54.9M of funding through NVTA.

Since the Project's inclusion to the County's Comprehensive plan in 1984, the population of Prince William County has nearly quadrupled making it Virginia's second-most populous and fourth fastest growing county. The Route 234 – Brentsville Road Interchange Project will not only provide a direct benefit to the residents of Prince William County and the immediate surrounding areas including Manassas City, Brentsville, and Mid-County areas, but it will also provide relief for commercial traffic on Route 234 Bypass. This route serves as a vital link between Interstates I-66 and I-95 and the corridor boosts heavy industrial, aviation, educational, bio-medical, data center, government and residential developments from end-to-end which is key to the economic vitality of the County and helped reaffirm the County's AAA bond rating in 2018 by all three rating agencies.

The project is located just outside of Manassas City and is only three miles from the County's Innovation Park development which is home to several employers and George Mason University's Technology Center. Innovation Park is also adjacent to several large employment centers in Manassas City, including BAE Systems and Micron Technology which is in the midst of a $3B expansion at that location. In understanding the community at large, the Myers Team will be able to not only meet the requirements of this RFP but deliver on the community's expectations for keeping Prince William growing safely and responsibly.

The Myers Team has researched the project area using available background information, mapping, existing VDOT roadway plans, and site visits to gain a comprehensive understanding and develop design and construction cost estimates and a preliminary schedule for completion of the Project. Details related to the major elements of the Project, including environmental, right of way and utility design/coordination are detailed below and further in Section 3 of this proposal.

COUNTY PERFORMED WORK

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

The Myers Team will request participation from Prince William County in both formal and informal partnering to promote routine and open communication and build an atmosphere of transparency and trust throughout the design and construction of the Project. We will 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 in the formal partnering process to voice expectations and mutually agree on a plan to meet those expectations. Informal partnering meetings with include monthly team progress meetings and weekly coordination meetings.

PRINCE WILLIAM COUNTY

- Prince William County will be responsible for the acquisition cost of right-of-way for this project. Our Team will offer any assistance necessary for the acquisition of the right-of-way for the Project. 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.
- We would also ask the County to assist in our coordination with VDOT for review and approval of plans. Additional coordination assistance may be requested on an as needed basis in the resolution of utility issues.
- Prince William County will perform field IA/IV testing and inspection while the Myers Team will provide QA/QC per the typical County procedure. We understand this includes a quality assurance manager, office engineer, inspectors, and testing technicians.

VDOT

- The Myers Team will follow the VDOT design-build standards and will also 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) regarding 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 Justification Report (IJR) and obtain VDOT approval.

NORTHERN VIRGINIA TRANSPORTATION AUTHORITY (NVTA)

- The Myers Team will support the County with regular updates and communications to NVTA in order 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 Interchange Justification Report (IJR) and obtain VDOT approval.

UTILITY PROVIDERS

- While there is no evidence of major utilities such as water, sewer, gas or transmission lines, our Team's research indicates that there are power, telecommunication, and fiberoptic lines in the area of the proposed interchange. During this conceptual phase, our Team's efforts to identify utilities within the project limits has resulted in the receipt of plans from Summit IG, Verizon, and Dominion and confirmation from Comcast that there are no lines within the project area. 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. The 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. 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 3 of this proposal.

Table 1. Federal, State, and County Permits and Approvals

Agency	Permit/Approval
U.S. Army Corps of Engineers (USACE)	Section 404 Individual Permit (IP)
Virginia Department of Environmental Quality (VDEQ)	Virginia Water Protection General Permit for Linear Transportation Projects (WP3)
Prince William County (as VSMP Authority)	General VPDES Permit for Discharges of Stormwater from Construction Activities
Virginia Department of Historic Resources (VDHR)	Section 106 National Historic Preservation Act Coordination
Virginia Department of Conservation and Recreation (DCR)	State Threatened and Endangered Species Coordination
Virginia Department of Game and Inland Fisheries (VDGIF)	State Threatened and Endangered Species Coordination
U.S. Fish and Wildlife Service (USFWS)	Federal Threatened and Endangered Species Coordination
Virginia Department of Transportation	VDOT Land Use Permit

ENVIRONMENTAL DOCUMENTATION

Figure 2.2 Potential Stream Impacts

The Myers Team assumes no federal nexus, therefore the National Environmental Policy Act (NEPA) does not apply. The Project will be developed in accordance with the County's requirements and may include compliance with the State Environmental Review Process (SERP). Our Team conducted limited field observations and reviewed relevant site-specific information to identity any wetlands or streams that may be impacted by the Project. Site-specific information reviewed included U.S. Geological Survey (USGS) topographic quadrangle mapping, Natural Resources Conservation Service (NRCS) soils map data, National Wetlands Inventory (NWI) data, aerial imagery, and National Hydrography Dataset (NHD) data. Based on this preliminary assessment, it is anticipated that the Project will result in permanent impacts of wetlands and streams.

Because the Project would be improving an interchange, the entire project would be considered single and complete with independent utility; therefore, impacts would be considered cumulatively for the entire project when applying permit thresholds. The project impacts may exceed the impact thresholds allowed under the USACE State Programmatic General Permit (17-SPGP-01) (up to 0.5 acre of wetlands; up to 1,000 linear feet of stream); therefore, a USACE Individual Permit is anticipated. A VDEQ Virginia Water Protection General Permit for Linear Transportation Projects (WP3) is anticipated because impacts are below the WP3 threshold of 2 acres of wetlands and 1,500 linear feet of stream. A VMRC subaqueous bottomland permit would not be required because there are no impacts to tidal waters and no impacts to non-tidal waters with a drainage area larger than five square miles.

CULTURAL RESOURCES

Due to the presence of several cultural resources within the vicinity of the project area, the Team will review archival information using the VDHR V-CRIS (Virginia Cultural Resource Information System) to confirm potential impacts to historic properties and complete and transmit a VDHR Project Review Form for the Project to secure an effect determination. Cultural resources investigations will be conducted as necessary and approvals will be coordinated with VDHR.

HAZARDOUS MATERIALS MANAGEMENT AND STUDIES

The Team will query the VDEQ Virginia Environmental Geographic Information Services (VEGIS) "What's in my backyard?" application to determine if hazardous materials have been identified within the project area. Where additional right-of-way is being acquired, hazardous material studies (including Phase 1 Environmental Site Assessments) are required. A Spill Prevention, Control, and Countermeasure (SPCC) Plan will be prepared to address any hazardous materials that may be encountered.

VIRGINIA STORMWATER MANAGEMENT PROGRAM PERMIT

The Myers Team will prepare a Stormwater Pollution Prevention Plan (SWPPP) and all supporting elements including Erosion and Sediment Control Plan, Stormwater Management Plan, and the SPCC Plan to meet the Virginia Stormwater Management Program's regulatory requirements. The Team will submit the SWPPP to the County for review and approval as the VSMP authority and will request issuance of a Virginia Pollutant Discharge Elimination System (VPDES) general construction permit. To optimize the area needed for stormwater management, the Myers Team will consider the use of nutrient credits to avoid or limit permanent impacts to streams and wetlands.

THREATENED AND ENDANGERED SPECIES

The Myers Team will review threatened and endangered species databases including the VDGIF Virginia Fish and Wildlife Information Service (VaFWIS) database, the VDGIF Wildlife Environmental Review Map Service (WERMS), the USFWS IPaC database, the VDCR-DCR-DNH online searchable database, the Center for Conservation Biology (CCB) Mapping Portal, and the USFWS Virginia Field Office's Bald Eagle Map Tool to determine if threatened or

endangered species occur that could be affected by the Project. Our Team will conduct any required field studies and will coordinate with natural resource and regulatory agencies to obtain all necessary clearances.

SECURE WATER QUALITY PERMITS

The Myers Team will conduct a waters of the United States (WoUS) delineation in accordance with the USACE's April 2012 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region (Version 2.0). We will request a Preliminary Jurisdictional Determination from USACE and determine compensation for any stream proposed for impact by applying the Unified Stream Methodology (USM). Immediately upon notice to proceed, our Team will hold a Pre-application Meeting with USACE, VDEQ, and Virginia Marine Resources Commission (VMRC) to partner with the regulators, discuss scope and identify any agency concerns early in the process. The purpose of this meeting is to partner with the regulators and to identify any additional studies, design considerations, or constraints that would cause delays or additional cost.

ENVIRONMENTAL COMPLIANCE

The Myers Team understands the importance of maintaining environmental compliance through all phases of construction and will take a proactive approach to environmental compliance. Prior to the start of construction, our Team will establish lines of communication with VDOT NOVA District's National Pollutant Discharge Elimination System (NPDES) Coordinator and the District's Environmental Compliance Inspector (ECI) to coordinate compliance inspections and ensure that VDOT and the Myers Team are working toward the common goal of adhering to environmental commitments. Prior to construction, our Team will conduct environmental compliance training with all construction staff to review all relevant permit conditions, introduce the District NPDES coordinator and ECI, and advise staff of any issues or construction activities that may affect environmental compliance.

ENVIRONMENTAL COMPLIANCE EXPERTISE

Since 2010, WRA has held the VDOT statewide environmental documents and limited services on-call contract and currently has staff performing VPDES compliance audits on eight projects throughout the Northern Virginia District, including Route 28, Transform 66 Segment 1 and the Jones Branch Connector.

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.

ADVERSE 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/concerns of the community and local residents.

ADVERSE 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.

ADVERSE 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.

ADVERSE TRANSPORTATION IMPACTS

Transportation impacts are limited to the impacts of construction 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 projected positive social, economic, environmental and transportation impacts of the Project 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

As stated in the Prince William County Comprehensive Plan, "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 intent of that statement 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 the strategies listed below:

- 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

As noted, the Project will include accommodations for pedestrians and bicycles with sidewalks and shared use paths encouraging alternative modes of transportation. Providing these accommodations allows for the potential of reducing the number of vehicles on the transportation network thus improving air quality and providing a net positive impact to the environment. The project will also improve aging infrastructure that will provide improved conditions for the County in the future and reduce maintenance and future construction projects.

TRANSPORTATION IMPACTS

This project has been identified by the County as a critical transportation project which will improve capacity, mobility and safety for County residents as well as the traveling public. As noted in the social impacts, the improvements to the transportation network will be remarkable providing reduced travel times and increased efficiency in traveling through the County. These positive impacts are further detailed in Section 3 of this proposal.

PROPOSED 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 developed a preliminary schedule for the design and construction of the Project which includes durations for permitting, right of way acquisition, utility relocation, and agency reviews. The schedule durations are included in the proprietary section of this proposal (Section 3).

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 Whitman, Requardt & Associates, LLP and Bowman Consulting Group, LTD 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 3 due to the proprietary nature of the costs, schedule, and associated risks.

ASSUMPTIONS

(h) Clearly 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.

Phased opening of the project improvements will be implemented to ensure continuity of traffic flow throughout construction of the interchange and to improve existing traffic conditions during construction to the greatest extent feasible. Our Team will maintain continuity of heavy traffic movements to and from Route 234 Bypass for the duration of construction. We will open the Brentsville Road improvements prior to constructing the ramp between Prince William Parkway and Route 234 Bypass as depicted in the STARS concept.

OTHER ASSUMPTIONS

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

The Myers Team has assumed that the project design, construction, and materials will be in adherence with Prince William County and VDOT standards and specifications. Our Team anticipated that VDOT standard processes will be followed for permitting, right of way acquisition, and utility coordination. We assume that regular coordination will occur with emergency response personnel to avoid potential response delays due to construction. We also anticipate proactive coordination with other projects in the area to ensure consistency in public outreach efforts and coordination of construction traffic impacts.

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 3 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 based on the level of information available at this time as well as our experience on similar projects. We do not anticipate any unusual contingencies related to cost or schedule that must occur to make the Project successful.

3. PROJECT FINANCING

ALLAN MYERS

WRA

Bowman CONSULTING

Due to the confidential and proprietary nature of the information contained in Section 3 Project Financing, it has been excluded from this version of the proposal.

4. PROJECT BENEFIT AND COMPATIBILITY

ALLAN MYERS

WRA

Bowman CONSULTING

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.

BENEFITS TO PRINCE WILLIAM COUNTY

According to the Office of Intermodal Planning and Investment, Route 294 Prince William County is among the jurisdictions in Northern Virginia that will experience the 11-25 percent growth between 2012 and 2025. This growth is one of the main reasons this area would benefit from transportation improvements such as the Route 234 – Brentsville Road Interchange Project. The proposed improvements will reduce congestion and improve travel times for motorists to/from I-66, provide long-term operational improvements to Route 234 Bypass, and will provide improved safety and operations. The Project will benefit the County by fulfilling the commitment to improve mobility and infrastructure, providing an accelerated delivery of the project improvements, relieving congestion bottlenecks, improving traffic operations and safety, reducing emergency response times, extending the shared use path network in the region, and accommodating anticipated growth and development in the County.

The Myers Team will provide the County with an optimized design and construction approach that maximizes traffic operations improvements, expedites the relief of congestion in the project area, and incorporates public safety improvements during construction. Our Team's expertise in traffic analysis, bridge design and construction, innovative interchange implementation, and public outreach will ensure the delivery of a successful project for Prince William County, roadway users, and the surrounding community. Our Team will partner with Prince William County and key project stakeholders to support public outreach efforts with focus on clear communication, alignment between community and project goals, and building public trust.

Section 3 of this proposal further expands on the project benefits.

BENEFITS TO THE COMMUNITY

The primary benefits to the community are fewer potential accidents and reduced delays from traffic backups and congestion. The new grade-separated bridge at the intersection of Route 294 Prince William Parkway and Route 649 Brentsville Road will provide freeflow movements and eliminate delays for SB Route 234 Bypass to EB Route 294 as well as WB Route 294 to SB Route 234 Bypass. At the continuous Green-T intersection on Route 294 and Bradley Cemetery Way, the EB direction will be free-flowing, which allows additional green time for other movements.

Route 649 Brentsville Road will be rerouted to align with the intersection of Route 234 Bypass and Route 234 Business and will operate under a three-phase signal control. Enhancements will improve sight distance, lane widths, clear zones, and vehicular flow rates.

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.

KEY PROJECT STAKEHOLDERS

- Prince William BOS
- PWC Sheriff/Police/Fire
- PWC Fairgrounds
- Lake Jackson Volunteer Fire Department
- Meadows Farms Nurseries and Landscaping
- Active Prince William Bike/Pedestrian Group
- PWC DOT
- Residents & Businesses on Dumfries Rd, Prince William Parkway & Brentsville Rd
- Dominion Power
- PWC Service authority
- Virginia National Guard
- PWC Public Schools
- Fiberlight
- VDOT
- Brentsville Stables
- NVTA

BENEFITS TO RESIDENTS

Residents along the project corridor will significantly benefit from the project improvements with traffic delays that occur less frequently and for shorter durations, improved safety in the project area associated with decreased accident rates, and reduced traffic congestion from improved operations. Residents will also experience recreational benefits associated with the shared-use-paths, which improve connectivity and safety for pedestrians and bicyclists with the incorporation of shared-use-paths. Another important benefit to residents that results from less congestion is a reduction in vehicle idle time, which produces less fuel emissions and improves air quality in the project area.

PUBLIC SUPPORT/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

Little to no public opposition is anticipated 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 with in 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.

GOVERNMENT SUPPORT/OPPOSITION

We understand that the Project is part of Prince William County's Capital Improvement Program and the NVTA Transaction 2040 Plan. The scope of work proposed for the Project supports 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. Moving forward with the procurement process for the design and construction of the interchange using existing County and Regional policy will expedite the delivery of the project benefits.

PUBLIC OUTREACH

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

The Myers Team believes that understanding perception is reality and the public's perception of a project is an integral part of the Project's success. To manage this, we will ensure commuters, tourists, and visitors are aware of traffic impacts from this important improvement project. As communication with stakeholders is a central value to the Project, our Team members will be trained on communications protocols and procedures.

Our approach to public information and communication is dependent upon identification of roles, proactive communication with parties and stakeholders, close coordination with the Prince William County, and consistent public engagement. Our Team's approach has proven to be successful on multiple design-build projects, including the I-581/Elm Avenue Interchange and I-95/Temple Avenue Interchange Design-Build Projects. The success on these Projects is attributed to a strong team partnership and commitment to joint success.

Tom Heil, DBPM, and Shannon Moody, Public Relations Manager 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 Design-Build project in Fairfax County, proposed key personnel Tom Heil, John Maddox and Shannon Moody worked together to support VDOT and the County in public outreach efforts. 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.

Public Relations Manager Shannon Moody has led outreach on multiple high-profile projects alternative delivery transportation projects. On the Route 234 – Brentsville Interchange Project, she will support Prince William County's public outreach efforts to maintain positive relationships with project stakeholders, residents, and businesses.

Specific public outreach successes from the I-95/Temple Avenue Interchange and Zions Crossroads DDI Interchange conceptual design are included to the right. Myers will take a similar engaged approach to supporting Prince William County in the Public Outreach efforts for the Project. 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 must 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.

To ensure that stakeholders remain fully informed throughout the Project, our Team will be committed to maintaining a constant flow of communication to meet the goals listed in *Table 4.1*.

PUBLIC OUTREACH PARTNERSHIPS FOR INNOVATIVE INTERCHANGE PROJECTS

For 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 4.1 Residents utilizing the floor mat to navigate the new I-95/Temple Ave interchange.

Since there were no existing DDI's implemented in Virginia at the time of the public involvement for the Zion Crossroads Interchange, public perception of the concept was a concern. WRA prepared a drive-through traffic simulation using VISSIM to explain the unique operation at public meetings. The video helped gain public acceptance of the innovative interchange and has been used on other projects throughout the state.

Figure 4.2 Capture of the drive-through traffic simulation on the Zion Crossroads interchange project

Table 4.1 Communication Goals for the Project

Goal	Tactics
Maximize public awareness of Project activities, impacts and progress	• Provide project information for the County website, social media and newsletters • Ensure that all project stakeholders have the most updated project information for their constituencies • Hold Pardon Our Dust Meeting prior to construction start
Build a strong and enduring relationship with stakeholders and the community over the life of the Project	• Using a proactive approach to community outreach and relationship building. Email lists, customer issue tracking, and presentations, meetings, and visits will serve as measurements for this program • Extending a two-way communications channel offer to enhance trust levels with key stakeholders and maintain a transparent, open environment of information sharing
Maintain a successful partnership and communication between County, key stakeholders and the community	• Committing to formal and informal information sharing with project partners and stakeholders including emergency responders • Ensuring that stakeholders have or can access information regarding the Project easily and quickly
Proactively anticipate and address community issues that may impact the project schedule	• Anticipating challenges and working together to reach a successful solution • Promoting open, transparent communication protocols and practices • Providing multiple opportunities for community input and tracking for trends and key messages

To provide a roadmap to reach these important goals, within 90 days any traffic impacts or mobilization, our Team will develop a Public Information and Communications Plan (PICP), in conjunction with Prince William County's Communications Team, to support the Project. Following notice to proceed, the Myers Team will hold a public information meeting and will work closely with property owners or neighborhoods to keep landowners informed and will support the county to provide the public with a better understanding of the project. This comprehensive plan will use County protocols to address roles, guidelines and responsibilities for handling matters that center around public information and communication.

The PICP will include:

- Plan goals and objectives/Project key messages pertinent to the traveling public
- Traffic Management Plan, including alternative routes and potential impacts
- Stakeholder and target audience identification and outreach plans
- Communications partners identification, including adjacent projects
- Crisis Communications/Risk Management Plan, including protocols and key contact information
- Communications tools, tactics, and strategies
- Public information plan including notification programs, traffic advisories, lane closure reports, and paid advertising
- Stakeholder response protocols, including communication tracking
- Traffic impacts and notifications
- Media response and outreach protocols, adhering to County protocols and direction

- Website strategy, providing content to the County project site
- Social media strategy, providing content for County's robust social media program
- Program monitoring and reporting process
- Project description, location, and sitemap
- Project schedule including design and construction
- Expected community benefits
- Cost of the project and explanation of funding
- Explanation of conformance with the County's Comprehensive Plan

The PICP will be designed to be flexible and responsive to the changing needs and conditions of the Project. The Myers Team will remain mindful of the local environment and work collaboratively with County to amend and update the Plan as needed.

As the design progresses, the Myers Team will work closely with property owners and/or neighborhoods affected by the project and keep the landowners informed of design progress and potential impacts to property. Prior to construction start, The Myers Team will hold a "Pardon Our Dust" public meeting to introduce the construction schedule, outline any impacts, introduce the project team, and answer questions. Communication will continue through construction with updates to the County website, stakeholder meetings, email blasts, newsletters, social media, signage, and/or additional public meetings as necessary. All public communication will be coordinated with the County's Communication Team.

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 2040 plan.

5. ADDITIONAL INFORMATION

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No additional information is included with this proposal.

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