



Submitted To:
Prince William County, VA

August 08, 2024



PUBLIC-PRIVATE
TRANSPORTATION ACT
UNSOLICITED PROPOSAL

ROUTE 234 AND SUDLEY MANOR DRIVE INTERCHANGE

Wagman Heavy Civil, Inc.
in association with Rinker Design Associates, LLC





General Construction | Heavy Civil | Geotechnical

August 08, 2024

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

Wagman Heavy Civil, Inc.
3290 N. Susquehanna Trail
York, PA 17406-9754

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

Dear Shana:

In accordance with the Public-Private Transportation Act of 1995 (PPTA) and Section 1000.00 of the Prince William County Purchasing Regulations (amended July 17, 2024), **Wagman Heavy Civil, Inc. (Wagman)** is pleased to present an unsolicited proposal for the Route 234 and Sudley Manor Drive Interchange PPTA project. This project is a vital improvement necessary for mobility across Prince William County. Through our extensive project research and previous experience working for Prince William County, we have developed a plan to successfully deliver this high priority project in a cost-effective, accelerated schedule to Prince William County, specifically to commuters and communities along the Route 234 corridor as well as the affected areas in close proximity to its intersection with Sudley Manor Drive.

Wagman will work in close partnership with our Lead Designer, **Rinker Design Associates, LLC (RDA)**, and Prince William County to successfully deliver this project. The Wagman/RDA Team is uniquely qualified in design, construction, and overall project management **as our team members have relevant PPTA and Design-Build (DB) experience throughout the Commonwealth** to deliver this important transportation improvement in an effective and efficient manner. Wagman is a proven construction leader with relevant DB construction experience, most recently on the Prince William County Route 234/Brentsville Road Interchange project. RDA, a recognized and proven leader in transportation engineering, has provided design and survey services for several PPTA/DB projects within Prince William County limits including Prince William Parkway (Route 234)/Balls Ford Road Interchange and Widening, Route 15, Sudley Manor Road, Linton Hall Road, and I-66/Route 15 Interchange. In addition to RDA's Prince William County experience, they have planned and designed similar transportation improvements for other localities and VDOT over the past 30 years.

Enclosed are six copies of our conceptual proposal, inclusive of three copies excluding confidential, proprietary information that is contained in Section 3, Project Financing. A USB flash drive is also enclosed and includes our full conceptual proposal and one excluding Section 3, Project Financing. Additionally, we have included a \$5,000 check made payable to Prince William County for the required proposal review fee. If you have any questions regarding our proposal, please contact me at (717) 764-8521 or (717) 324-3979. We look forward to working with Prince William County on this project and providing further detailed information in the next phase of the PPTA proposal process.

Sincerely,

Anthony W. Bednarik, DBIA
Vice President Major Pursuits/Design-Build



TABLE OF CONTENTS

01

QUALIFICATIONS & EXPERIENCE..... 01

02

PROJECT CHARACTERISTICS..... 18

03

PROJECT FINANCING..... 24

04

PROJECT BENEFIT & COMPATIBILITY..... 90

01 QUALIFICATIONS & EXPERIENCE



01 QUALIFICATIONS & EXPERIENCE

(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 TEAM

Wagman Heavy Civil, Inc. (Wagman), a subsidiary of Wagman Inc., is the private entity submitting this proposal to Prince William County (the County). Wagman proposes to complete the infrastructure improvements to the Route 234 and Sudley Manor Drive Interchange in accordance with the Purchasing Regulations of Prince William County (amended July 17, 2024) and the Public-Private Transportation Act (PPTA) of 1995.

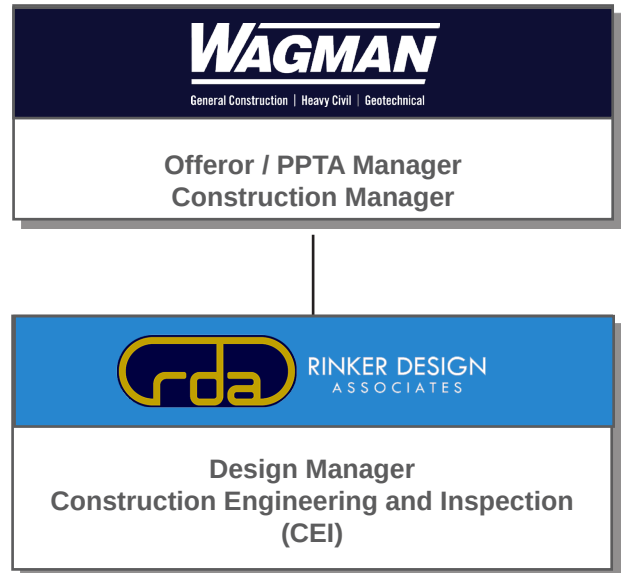
Wagman will be the sole legal entity with whom the PPTA contract will be written. Wagman’s corporate structure is as follows:

PARENT COMPANY	<p>Wagman, Inc. Address: 3290 N. Susquehanna Trail, York, PA 17406-9754</p>
SUBSIDIARIES	<p>Wagman Heavy Civil, Inc. Address: 3290 N. Susquehanna Trail, York, PA 17406-9754</p> <p>Wagman Construction, Inc. Address: 231 N. George Street York, PA 17401-1107</p>
VIRGINIA OFFICE	<p>Wagman Heavy Civil, Inc. Address: 26000 Simpson Road North Dinwiddie, VA 23803</p>

ORGANIZATIONAL STRUCTURE

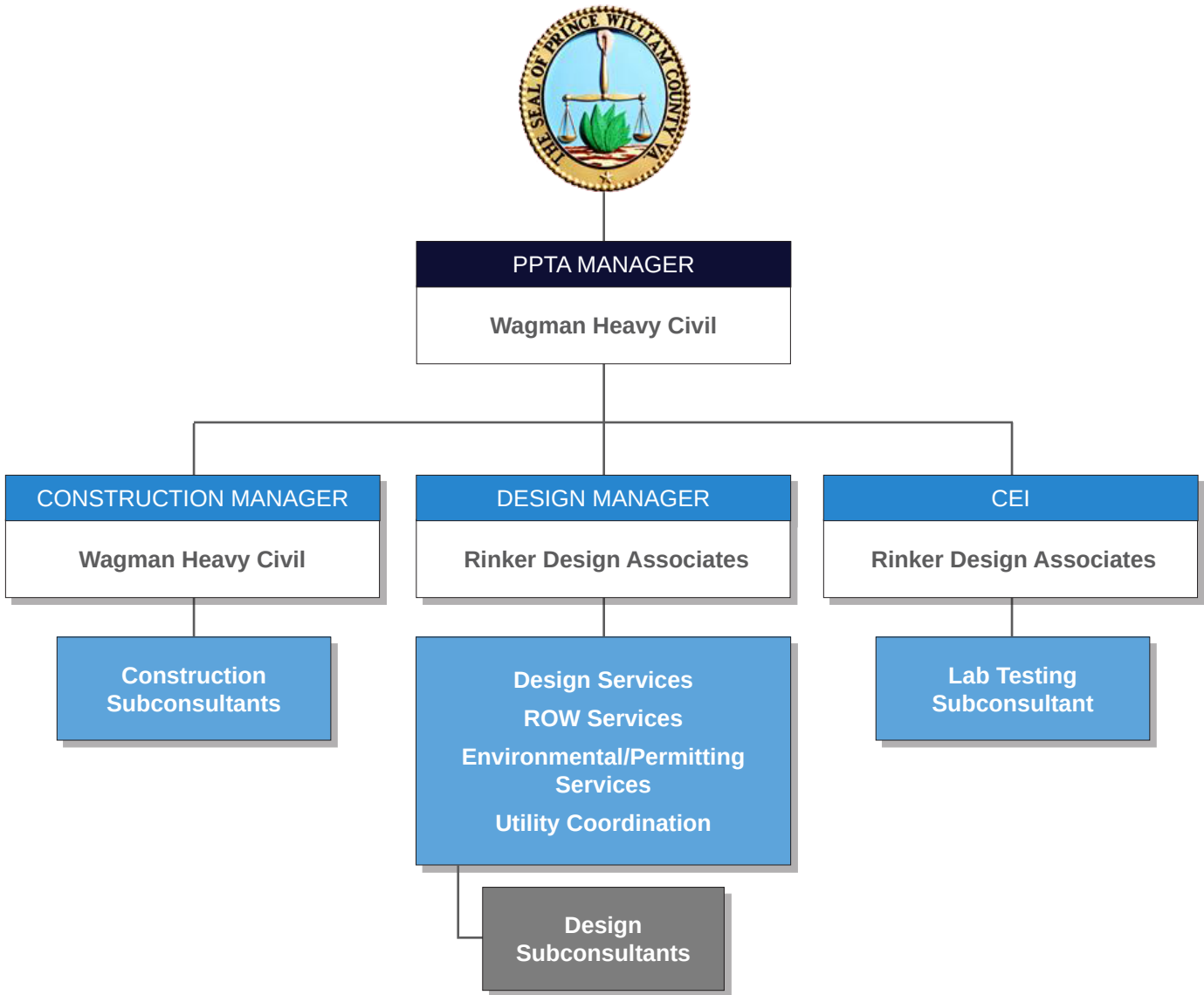
The team that we have assembled for this project offers extensive corporate and individual experience and will deliver the most effective results related to cost, time of performance, quality, safety, and standards of design to meet or exceed the expectations of the County. We are able to draw from the considerable strengths of each team member to provide the necessary level of technical skills, along with the flexibility and timely comprehensive planning and problem solving required for success in this type of design-build (DB) project.

Our primary Team members will be:



Wagman and RDA will be responsible for all design, construction, and inspection activities. Wagman will provide project management and supervision, and will perform the work utilizing our own resources and strategic subcontractors. RDA will be the Design Manager for the project, responsible to produce construction ready documents to Wagman in an efficient, consistent, and quality manner.

RDA will also provide complete environmental permitting, utility coordination, right of way (ROW) acquisition services, and CEI services for quality control (QC) during construction. **The organizational chart on the following page shows the relationships between our firms.**



MANAGEMENT APPROACH

As Team Leader and Construction Manager, Wagman will act as the organizational umbrella, bringing together the resources of our team. Wagman will be the Contracting Entity and single point of contact for this PPTA contract. The Wagman/RDA Team will rely upon our extensive DB experience in the mid-Atlantic region to collaborate directly with the County to develop the best project solutions. Wagman and RDA have teamed together on the highly successful Prince William County Route 234/ Brentsville Road Interchange DB project and will use best practices and lessons learned to coordinate project critical activities such as ROW acquisition, utility relocation, and environmental permitting. Wagman has two offices in Virginia with the required resources to execute this contract along with support from our corporate office in York, PA. Success on a PPTA/DB project relies on communication and collaboration with all team members to mitigate project risks and our proven best practices for DB will resolve any issues that may arise.

Our previous combined experience on the Route 234/ Brentsville Road Interchange project identified previously, along with other DB projects across the Commonwealth, validates that the Wagman/RDA Team has the resources, ability, and commitment to successfully deliver this project. Our team is uniquely qualified to fully utilize the DB process during the initial design phases of the project when time-critical and cost-impacting activities such as ROW acquisition, utility coordination and relocations, and permit acquisition are in progress. Our team members' experience with the County will facilitate our approach to establish a team-oriented organization with an open-door policy that functions as a true collaboration to assure project success in all areas. This interactive, iterative, team-oriented approach will enable multiple critical path project activities to proceed simultaneously to achieve our common goal. This will allow the Wagman/RDA Team and the County the ability to address and resolve concerns or issues for all stakeholders including third-party agencies, elected officials, and the citizens of Prince William County.

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

Wagman is a heavy civil and building contractor with core competencies inclusive of DB, bridges, highways, interchanges, complex heavy civil projects, and geotechnical construction services. Founded in 1902, Wagman is a fourth generation, family-owned business with more than 122 years of experience successfully completing large, complex civil projects and has earned national recognition for safe, timely delivery of award-winning projects. **Wagman has constructed over \$2 billion in DB projects in the mid-Atlantic, most recently the Route 7 Interchange with Battlefield Parkway and the County's Route 234/Brentsville Road Interchange project.** We continue to increase our capabilities in the Commonwealth of Virginia. Through successful project execution, we have obtained extensive experience, knowledge, and resources in Virginia, from Lynchburg to Northern Virginia. Our Virginia operations are based out of our new \$5 million complex in Dinwiddie. We are able to bond over \$700 million and our current equipment fleet is worth over \$50 million. As part of our core business, we expanded our geotechnical capabilities with an additional office in Berryville. Our expertise in geotechnical construction is one of the largest mitigations when it comes to DB risk because we have the ability to construct multiple types of deep foundations such as piling, drilled shafts, micro-piles, and auger cast piles.

Our design and CEI teaming partner, **RDA**, has built a solid reputation of providing conscientious and reliable service to municipalities, governmental agencies, and private industries throughout Virginia since 1982 – service that their clients and their communities expect and deserve. Ranked as one of ENR's Top 500 Design Firms (#443), RDA is an award-winning company with more than 180 employees and offices in Manassas (Headquarters), Manassas (satellite), Fredericksburg, Richmond, Waynesboro, and Virginia Beach. The address of RDA's headquarters located in Prince William County is 11100 Endeavor Court, Suite 200, Manassas, VA.

RDA provides professional civil engineering, surveying, land planning, transportation engineering, traffic engineering and planning (including signal design), utility design, structural, environmental, litigation, ROW/

easement acquisition, geotechnical, construction support, and permitting services. As stewards of the land, the professionals at RDA have a mission to ensure that their clients' ideas, concepts and plans can be realized in harmony with federal, state, and local regulations, while meeting the long-range planning and environmental goals of the communities in which they work. In the last decade, RDA has served as Lead Designer on 25 DB projects in Virginia valued at approximately \$1.4 billion and provided support services on an additional 15 DB projects valued at \$11 billion. Among these are projects that have **received national and state recognition, including Prince William Parkway (PWP) (Route 234)/Balls Ford Road Interchange and Widening—which recently received a 2024 DBIA-MAR Award of Merit – Infrastructure and 2024 HCCA Infrastructure Award**; VDOT's I-66/Route 15 Interchange Reconstruction DB (Prince William County, VA)—selected as DBIA's National Project of the Year and VTCA's Design-Build Winner in 2018; VDOT I-95/Temple Avenue Interchange DB project (City of Colonial Heights, VA)—selected as the 2020 VTCA Design-Build Winner and the 2018 ASHE National Project of the Year; and I-66 Eastbound Widening Inside the Beltway DB (Fairfax and Arlington Counties, VA)—earning the 2022 America's Transportation Award (Quality of Life/Community Development) and 2021 VTCA Transportation Engineering Overall Winner Award.

RDA has provided transportation design services to Prince William County on numerous projects delivered under the traditional design-bid-build (DBB) model as well as DB and PPTA projects. RDA served as the Lead Designer for the Route 234/Brentsville Road Interchange, PWP (Route 234)/Balls Ford Road Interchange and Widening, Sudley Manor Drive/Linton Hall Road and Route 15 PPTA projects in recent years. RDA has also served as the County's engineer on projects including University Boulevard Extension, Balls Ford Road, Minnieville Road, PWP Widening, Route 28, Vint Hill Road, to name a few. Through these projects, they have proven their commitment and ability to provide quality engineering services on-time and within budget for Prince William County. As a corporate resident of the County, they fully understand and realize the benefits resulting from first-class, local infrastructure. As such, they are invested in the project's success!

Listed on the following pages are several transportation projects that our Team has successfully completed, together and individually, which showcase our capabilities in providing similar services as will be required for this contract.



Route 234/Brentsville Road Interchange, Prince William County, VA



This \$49M DB project for Prince William County increased mobility, decreased congestion, improved safety, and connected the local communities. The project replaced two existing signalized intersections on Route 234 with a new grade separated interchange. The new interchange improved safety and traffic flow for people accessing PWP from local roads. The project also increased connectivity for residents by adding 2.5 miles of shared use path (SUP) with a pedestrian bridge over Route 234 and a SUP on the new bridge structure over Route 234. Wagman and RDA developed an innovative solution to design and construct the new interchange. Our innovative design created new ramps and bridges outside of the existing traffic patterns to allow safe and efficient construction, which can be applied to the Sudley Manor Drive project.

The project scope included 350,000 cubic yards (CY) of cut to fill over 8,000 feet of new drainage, a three-cell box culvert extension with stream relocation, two roadway bridges, and one pedestrian bridge. The scope also included interchange lighting and signage, a new four-way signal, and an intelligent traffic system (ITS) with two CCTV cameras, and extensive utility relocations. The project had extensive maintenance of traffic (MOT) phasing to construct the new ramps and roadways while maintaining traffic vehicles and pedestrians during the construction. An entire Early Work Package was developed to construct a

temporary SUP to relocate the existing pedestrian facilities out of conflict with the construction, improving safety and maintaining connectivity during the project.

During the design phase, the Wagman/RDA Team incorporated numerous comments and requests from local communities to increase the SUP trails throughout the project. The additional SUPs improved bicycle and pedestrian safety, created additional connectivity, and linked adjacent neighborhoods with safe passage over Route 234. The additional SUPs added as part of this project aligned with the long-term goals of the county by increasing multi-modal options to the residents and improving safety by separating vehicular traffic from pedestrians and cyclists.

To mitigate permitting issues, ROW acquisition, and utility relocation, and improve earthwork flow, our team developed an innovative approach to construction. The approach was to divide the project into work areas to streamline the design and improve constructability. Segmenting the project allowed us to work in areas without impacts such as environmental permits or ROW acquisition, reducing the overall project schedule. Work started in clear work areas with no impacts, as long lead items like permits or ROW acquisition were coordinated with Prince William County and third-party stakeholders.



Route 7 and Battlefield Parkway Interchange, Leesburg, VA



Wagman was the Design-Builder for this VDOT DB project, which removed the last signalized intersection on the heavily traveled urban Route 7 Corridor and constructed a new Single Point Urban Interchange (SPUI) with Battlefield Parkway, almost identical to the proposed interchange at Sudley Manor. The project relieved traffic congestion, improved traffic operations and safety, enhanced mobility for pedestrians and bicyclists along Battlefield Parkway, and widened Route 7 from four lanes to six for 1.5 miles. The project included constructing a two-span 215-foot composite bridge deck with prestressed concrete beams, importing over 400,000 CYs of borrow for Battlefield Parkway widened approaches and ramps, improving drainage by installing over 10,000 LF of storm drain and structures, installing 72-inch culvert and double 48-inch x 76-inch Culvert across Route 7, constructing two new roads to provide access to local businesses impacted by the project, multiple relocations of a 16-inch sanitary sewer including jack and bore, along with relocating numerous above/below ground electric, communication, gas and water utilities that ran the length of the project.

Other project features included numerous signal improvements, interchange and pedestrian lighting, ITS/CCTV installation, extensive signage, and 10 overhead sign structures. Architectural treatments include pedestrian bridge fencing, bollards, stained and stamped concrete sidewalks, crosswalks, 10-foot SUPs, and bridge buffers, all requiring extension coordination and approvals from the Leesburg

Architectural Board and VDOT. Also performed roadway/signalization improvements to an engineered detour route to allow for a complete roadway closure of Battlefield Parkway to construct the new interchange and widen Battlefield Parkway. After the widening was completed, the existing traffic signal at Route 7 and Cardinal Park Drive was modified to a “right-in/right-out” configuration.

Our Public Relations Team continually engaged stakeholders throughout the project, including the Town of Leesburg, Loudoun County, utility owners, numerous adjacent landowners and businesses, Loudoun County Public Schools, local HOAs, and the public. Construction updates and traffic impacts were coordinated and shared through traditional and social media channels. Monthly progress meetings with key stakeholders and one-on-one meetings were held during design to incorporate and resolve comments and concerns. The team provided email blasts and flyer updates on progress, utility disruptions, and public impacts to police, fire, property and business owners, and anyone registered through the project website. A “Pardon Our Dust” public meeting was held prior to construction to enhance public outreach and worked with VDOT public relations for VDOT’s website and LCAMS, to ensure continual traffic patterns and lane closure updates.

The DB Team and VDOT worked with the Town of Leesburg and local HOAs to enhance the initial design of the SUPs regarding function, aesthetics, and safety, including pedestrian-level LED lighting for night-time safety and ornamental pedestrian safety fencing with anti-climb mesh on the bridge to provide unobstructed views for pedestrians while providing a high level of security.

Two big challenges were overcoming the construction schedule and the utility relocations. The project required a complete shutdown of Battlefield Parkway, with all traffic detoured during the interchange construction. The contract required the detour to remain in effect for 12 months, constructing the entire interchange and achieving substantial completion in less than one year. Wagman completed this milestone early in 11 months. Additionally, the project had a 30-day early final completion incentive. Wagman completed the project 29 days early, achieving all but one day of the early completion incentive. The Route 7 corridor had extensive utilities that had to be relocated, protected, and replaced as part of this project. Most of these utilities ran parallel with Route 7 and had relocations over two miles in length. Our Utility Coordinator Matt McLaughlin coordinated electric, gas, water, sewer, and communication relocations without interruption to service.



**I-95 Southbound CD
Lanes Rappahannock
River Crossing,
Fredericksburg, VA**



Wagman was responsible for designing, permitting, and constructing six miles of three new I-95 SB General Purpose (GP) lanes between Routes 3 and 17. The new GP lanes were constructed within the existing median of active I-95 and the existing SB lanes were converted to a Collector-Distributor (CD) road. The project included roadway, survey, structure/bridge, drainage, environmental compliance, SWM, geotechnical, hydraulics, TCDS, transportation management plan (TMP), ROW, utility coordination, protection/relocation of existing utilities, public involvement, QA/QC, ITS, signage/lighting, CEI, and project management. The project comprised four interstate bridges including a new signature 1,200-foot-long, 100-foot-high bridge over the river, a new bridge over Route 17, and the demolition and replacement of two existing bridges over Route 17 in an urban corridor. Extensive coordination with stakeholders was required to implement and maintain a coordinated pedestrian MOT scheme for trail/river SUP users during the construction of the River Bridge. This included widening and permanent drainage improvements of existing city infrastructure (Quarry Road) and providing safe passage to the public using the river and/or trails by installing river portages, temporary pedestrian bridges, and dedicated

pedestrian routes through the construction zone for the multiple trails. The project required a complex TMP to safely manage the high traffic volumes of I-95, Route 17, and the Route 3 interchange. Through design refinement, Wagman was able to reduce the MOT phasing on Route 17 to one phase during the construction of the new I-95 overpass bridges, improving capacity and safety during construction and reducing congestion to I-95 GP traffic by working with VDOT to construct the large buildups required to divert the interstate traffic during the reconstruction of the GP bridges over weekends.

The project required coordination with the Federal Highway Administration (FHWA), VDOT, Environmental Protection Agency (EPA), Virginia Department of Environmental Quality (VDEQ), US Army Corp of Engineers (USACE), Virginia Marine Resources Commission (VMRC), Virginia Department of Wildlife Resources (VDWR), Counties, City of Fredericksburg, and numerous public/private utilities. The DB public outreach team and VDOT conducted an active public involvement campaign that included a series of “Pardon Our Dust” public meetings before each major traffic switch to inform citizens/local business owners of what to expect and how to navigate the construction work zones. Stakeholders included homeowners concerned about noise walls, environmental groups such as Friends of the Rappahannock, river and trail user groups, and utility companies (including Cox, Dominion, Verizon, etc.). Wagman coordinated with local first responders to maintain their access to interstate crossovers within the project limits, improve access to existing training facilities along Quarry Road, plan for access points to work areas in case of emergency, and provide site-specific training for first responders and Wagman personnel. Other activities included monthly newsletters, website, and social media notices. Daily communication between the QA/QC team was maintained throughout construction to ensure that work met or exceeded quality requirements.

Wagman developed MOT plans through Virginia’s busiest section on I-95 to permit interstate and local traffic to move safely and efficiently without causing significant delays, reducing congestion and back-ups along I-95, Route 3, or Route 17. The bulk of this project, including the signature bridge, was constructed within the existing median of I-95 requiring the engineering of innovative temporary ingress/egress access for construction vehicles, temporary SOE (steel sheet piles, micro piles, and grouted tiebacks) to isolate and protect existing facilities, and phased drainage and stormwater management (SWM) to maintain environmental compliance. Performed over 265,000 MHs on this project with no lost-time injuries.



I-270 at Watkins Mill Interchange, Montgomery County, MD



This project included a new interchange on I-270 consisting of 14 structures, including a five-span bridge that connected communities, providing a multi-modal crossing over I-270 and a tributary to Seneca Creek. The project was advertised as an A+B, which is an Alternative Delivery method that applies cost per day to the bidders proposed project duration and Wagman's duration of 1,060 days provided the Best Value to Maryland Department of Transportation (MDOT) State Highway Administration (SHA) with an A+B evaluated price of \$117,965,066.20.

The project had numerous challenges. This included the relocation of one mile of WSSC 48" DIP Water, WSSC 16" PVC Sewer and a Level 3 Duct Bank that ran parallel to existing I-270. This work was performed by our dedicated subcontractor WF Wilson.

The project reconstructed a stream and floodplain of a Tributary to Seneca Creek. A new stream channel and a 150-foot-wide floodplain was constructed through the entire project length. Numerous environmental enhancements were installed including log sills, rock vane structures, riprap underlayment, riffle grades, toe wood structures, live fascines, wetland seeds, and

planting to promote a high quality environment.

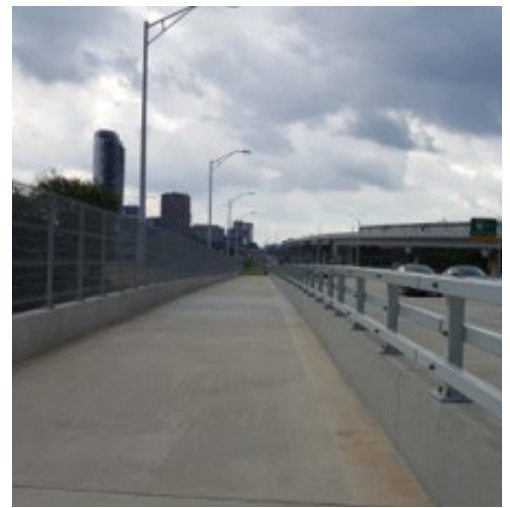
The retaining wall to support the new MD124 off-ramp from SB I-270 was designed with a cast-in-place section that was difficult to construct. It was adjacent to an existing MSE wall in excess of 20 feet and retained existing I-270 SB. To alleviate these concerns, reduce risk, and improve the project schedule, Wagman proposed a value engineering change proposal to replace the wall with a permanent top-down tieback wall. Working with SHA's Office of Structures and utilizing our in-house geotechnical engineers, approval was granted and Wagman self-performed the engineering, design, and construction of this structure.

Another challenging retaining wall was on the on-ramp to I-270 NB; it was designed to support the existing slope to I-270. This wall was located directly underneath the foundations for two high-voltage electrical towers over I-270. The proposed excavation encroached on the foundations, posing a significant risk to the project and the utility company. Wagman, utilizing its in-house engineers, designed and installed support-of-

excavation utilizing drilled casing and two rows of tiebacks, minimizing impacts to the foundations.

To complete this project within the expedited schedule, the project team developed numerous creative modifications to the erosion and sediment (E&S) plans. The modifications accelerated sequencing of the project, while eliminating risk and impacts. Wagman worked with MDOT SHA to develop and receive agency approval of these modifications.

Two modifications included a temporary access bridge and temporary stream relocation. The bridge was built over the Tributary and allowed access for concrete and structural steel to construct the Watkins Mill Bridge. The stream relocation was a temporary relocation for approximately 500 feet along the MD124 off-ramp retaining wall. Relocating the existing stream in this location was a benefit by allowing access to construct the wall. Both of these modifications greatly reduced the impacts to the traveling public on I-270 and improved the project schedule.



Route 7 Widening and Bridge Rehabilitation over the Dulles Toll Road and Dulles International Airport Access Highway DB, Fairfax County, VA

This \$42M DB project for VDOT consisted of reconstructing the structurally deficient Route 7 bridge over Dulles Toll Road and widening the Dulles International Airport Access Highway from four lanes to six lanes. The widening of Route 7 approaches to the new structure required ROW acquisition and major utility relocations. Limited clearances within Metropolitan Washington Airports Authority's (MWAA) ROW required the design and installation of permanent foundations using micropiles to widen the existing bridge piers between Dulles Toll Road and the Dulles International Airport Access Highway. Other geotechnical features included H-Pile and micro-pile foundations, drilled shafts, tie-back-supported walls, and temporary support of excavation. The project also included a 10-foot-wide SUP on separate alignment for pedestrians and bicyclists to travel in each direction and features two pedestrian bridges and three tunnels.

The Wagman/RDA Team developed an aggressive, four-stage construction sequence for the Route 7 bridge, eliminating three proposed stages and reducing overall cost and duration. Over 80% of this project was constructed on MWAA's property through agreements with VDOT. Design and construction were closely coordinated with MWAA to ensure work performed within their approved property limits exceeded MWAA construction standards. In addition, project construction required daily lane closure coordination with MWAA, VDOT, MWAA's noise wall construction project, and the Silver Line project to ensure smooth and efficient operation of Route 7, the Dulles Toll Road, and the Dulles International Airport Access Highway. The project achieved the goals of numerous stakeholders including VDOT, MWAA, WMATA, Fairfax County, Tysons Corner, and local community associations.





**PWP (Route 234)/Balls
Ford Road Interchange &
Widening DB,**
Prince William County, VA



RDA served as the Lead Designer for this \$84M Prince William County DB project that realigned existing Balls Ford Road (Route 621) creating/implementing a diverging diamond interchange (DDI) over PWP, including extensive ramp improvements to and from I-66. The realignment of Balls Ford Road (BFR) extends from Devlin Road at the western terminus to Doane Drive at the east (approximate length 1.85 miles) and includes bridges over Norfolk Southern Railroad (NSRR) and PWP. The DDI configuration provides a grade-separated crossing of Realigned BFR over PWP, with north and southbound ramp connections. Realigned BFR provides a four-lane divided roadway with turn lanes at multiple intersections, raised medians, curb and gutter, sidewalk, and a SUP. Traffic signals were provided at the intersections with Devlin Road, Wellington Road, Wellingford Drive, the two DDI crossover intersections, and Doane Drive. Realigned BFR is classified by VDOT as an Urban Minor Arterial (VDOT GS-6 Standard). The project required Limited Access Control changes along Realigned BFR and PWP within the project footprint. The project was a Locally Administered Project (LAP) by the Prince William County Department of Transportation (PWCDOT) using the DB delivery method developed in accordance with applicable PWCDOT and VDOT standards, guidelines, and requirements. Design requirements included: permits, survey; roadway, bridge, and drainage design (SWM/best management practices (BMP) analysis); erosion control plans; local drainage and culvert design; outfall analysis; TMP; signage and pavement marking plans; signal design; QA/QC; public involvement/stakeholder coordination; utility design, coordination, and relocation; ROW acquisition services; and subconsultant oversight/management.



**I-66/Route 15
Interchange
Reconstruction
DB, Prince William
County, VA**



RDA served as the Lead Designer for this \$36M DB project that reconstructed the I-66/Route 15 interchange to relieve congestion, enhance public safety, operations, and

capacity, accommodating forecasted traffic demand in the project area. RDA designed the reconstructed interchange as a DDI to best accommodate the projected traffic volumes as well as critical pedestrian movements in the vicinity. RDA performed an extensive analysis to find an alternate interchange design that would best fit traffic demand, reduce the project footprint and environmental impacts, improve constructability, shorten overall construction duration (compared to previously considered alternatives), and reduce overall project cost, resulting in the selection of the DDI. This project was fully financed by state and federal funds. Part of the advantage with this design was the ability to widen heavily-traveled roadways through a tightly- constrained corridor. A complex TMP was implemented to safely and efficiently construct the project in a constricted work zone with high traffic volumes (including higher than normal truck percentages) and pedestrian mobility. Coordination with emergency providers (e.g., police, fire, rescue, etc.) and the hospital (located adjacent to the project) ensured that access through work zones would not impede their services. In addition to meeting and coordinating with the public, RDA met with emergency responders and local school bus drivers to educate them of the changing traffic patterns and configurations. By introducing a DDI to this interchange and through design efficiencies, ROW was condensed by reducing impacts from 22 to 16 parcels and eliminating two total parcel takes, saving VDOT over \$500K. This approach also helped to minimize utility impacts and reduce the overall utility relocation costs as well as delays in the utility relocation effort. Part of the team's innovation resulted in revisions to the Interchange Modification Report (IMR) to implement a DDI without delay in the project schedule. The team also assisted VDOT in bringing consensus to the political stakeholders representing the Commonwealth, Prince William County, and the Town of Haymarket by providing independent education and coordination meetings early in design which resulted in stakeholder understanding and consensus.

James Madison Highway (Route 15) Improvements PPTA/DB, Prince William County, VA

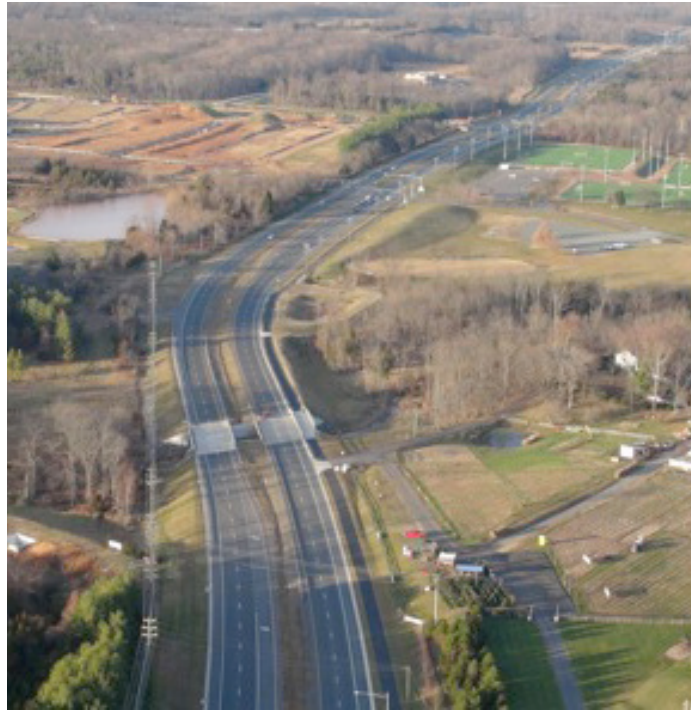


RDA served as the Lead Designer to provide engineering design, ROW acquisition, environmental permitting, and CEI services for complete roadway and bridge construction for 2.2 miles of US Route 15, 0.3 miles of Waterfall Road, 0.7 miles of Old Carolina Road, and 0.3 miles of Heathcote Boulevard. Project limits were from the I-66/Route 15 interchange on the south to the Route 15/Route 234 intersection on the north, including construction of bridge structures over Little Bull Run Creek and Catharpin Creek and a major box culvert at the tributary to Catharpin Creek.

The project widened both Route 15 and Old Carolina Road from two to four lanes. The Route 15 expansion made use of an urban principal arterial typical section, and the design for Old Carolina Road incorporated a raised median. The project additionally required Waterfall Road to be designed and constructed on a new alignment to tie into Route 15 at the intersection of Route 234. Heathcote Boulevard was designed and constructed to complete the missing section of roadway between Old Carolina Road and Route 15. RDA performed 4.7 miles of CEI and QC management to ensure the quality of the new construction.

The TMP for this project involved several shifts where the existing roadway meandered across the proposed roadway, creating alignment, cross slope, and profile challenges. RDA's commitment to quality was demonstrated in its ability to provide innovative solutions throughout the DB process.

RDA worked closely with VDOT, Prince William County, the contractor, and all stakeholders to facilitate conflict resolutions and provided numerous engineered solutions that were acceptable to all parties involved. These solutions and resolutions minimized impacts to property and utilities while enabling the project to maintain its schedule without compromising VDOT standards and requirements.



PWP Widening PPTA/DB, Prince William County, VA



As Lead Designer on the DB team, RDA provided comprehensive engineering services to the PWCDOT for the widening of PWP from Minnieville Road to Old Bridge Road. This project widened PWP, an urban minor arterial and a vital component to the County's transportation network, to a six-lane configuration in accordance with the County's Comprehensive Plan. Key project elements and requirements included: VDOT plan approval (used the DB development process); design waiver preparation and processing; NEPA compliance documentation (project was a Categorical Exclusion); field surveys

(conducted topographic, property, and location surveys to supply survey information for the completion of all proposed design elements including ROW and easement plats); traffic analysis (analyses included traffic volume analysis, intersection operational analysis, and crash analysis); five traffic signal modifications; private developer coordination; utility relocation coordination; bid assistance and construction support (including CEI); ROW and easement plats and acquisition assistance (included preparation of appraisals and negotiations with property owners on 60 parcels, prepared acquisition plats for properties impacted by the project, and assisted in land acquisition).

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

TEAM PERSONNEL

The Wagman/RDA Team will provide construction and overall management services to ensure a successful project for Prince William County. RDA will provide design services along with construction inspection and ROW services for the project. Included below are short resumes for individuals on the Wagman/RDA Team identified as Key Personnel.

Gregory Andricos, Executive Committee Lead		Wagman's President	
Physical Work Address: 3290 Susquehanna Trail, York, PA 17406 Email Address: gmandricos@wagman.com		Phone: (717) 764-8521 x 8292 Fax: (717) 764-2799 Cell: (717) 825-8688	
Education		Years of Experience	
B.S. / Civil Engineering / Virginia Military Institute, Lexington, VA / 1992		With Wagman: 10 Construction Experience: 32	
<p>Gregory (Greg) has over 32 years of experience in the construction industry. He leads Wagman Heavy Civil, Inc. as president and chief operating officer with principal responsibilities including business development, estimating, engineering, administration, quality, and safety. He has directly managed pursuit, design, engineering and field operations on a wide range of projects from proposal through final acceptance. Greg's engineering expertise and experience developing context sensitive construction means and methods have led to the successful completion of countless award-winning transportation projects, including numerous VDOT projects.</p> <p>As leader of the Executive Committee, Greg reports to Wagman's ownership and will support the project operations as well as assist with resolving issues that may arise.</p>			

Glen Mays, Executive Committee Member		Wagman's VP of Operations	
Physical Work Address: 26000 Simpson Road, Petersburg, VA 23803 Email Address: gkmays@wagman.com		Phone: (804) 631-0000 x 5004 Fax: (804) 733-6281 Cell: (804) 481-0174	
Education		Years of Experience	
B.S. / Civil Engineering / Virginia Military Institute, Lexington, VA / 1983		With Wagman: 10 Construction Experience: 37	
<p>Glen currently serves as Wagman's Vice President/General Manager for all aspects of our Virginia Operations. He has served as a Project and Program Director for heavy/highway, bridge and site work construction for both government and private sector projects. He is effective at balancing risk mitigation strategies to ensure strong program/project performance that meets or exceeds contract P&L. He is also an experienced leader, and during his 37-year career, he was responsible for the on-time delivery of complex projects or programs ranging from \$15M to over \$200M. He also has proven leadership in recovering troubled project/programs.</p> <p>As a member of the Executive Committee, Glen will report to the Executive Committee Lead. He will support all design and field activities, ensuring that the necessary resources are available to meet project schedule and deliver a safe, quality project.</p>			

Anthony Bednarik, DBIA, DBPM		Wagman's Vice President Major Pursuits/DB	
Physical Work Address: 3290 N. Susquehanna Trail York, PA 17406 Email Address: awbednarik@wagman.com		Office: (717) 764-8521 Cell: (717) 324-3979 Fax: (717) 767-5457	
Education		Years of Experience	
B.S. / Civil Engineering / Bucknell University, Lewisburg, PA / 1987		With Wagman: 25 Construction Experience: 37	
<p>Anthony will be the Design-Build Project Manager (DBPM). Anthony has over 37 years in transportation construction with 25 in design build. Anthony has been involved in over \$1B DB projects in the mid-Atlantic and continues to use lessons learned to improve the DB process and ensure projects are completed on time and under budget. Anthony will manage the entire project from design through project completion and will be the single point of contact for Prince William County, a role he just completed on the Route 234/Brentsville Road Interchange for the County.</p> <p>Anthony will report to the Executive Committee. The Quality Assurance Manager (QAM), Construction Manager (CM), and Design Manager (DM) will report to him.</p>			

Brad McClung, Construction Manager		Wagman's Construction Manager	
Physical Work Address: 26000 Simpson Road, Petersburg, VA 23803 Email Address: - bsmcclung@wagman.com		Office: (804) 631-0000 Cell: (434) 955-0468 Fax: (717) 767-5457	
Education		Years of Experience	
B.S. / Physical Education / West Virginia University, Morgantown, WV / 2005		With Wagman: 17 Construction Experience: 18	
<p>Brad is a project CM for Wagman with over 12 years of experience managing construction projects. He supervises, manages and coordinates field workers, equipment, material deliveries and subcontractors. Brad is also responsible for the project QC, safety, and environmental compliance and will take an active role to ensure we are in compliance and that everybody gets home safe. Brad has filled this role on many transportation projects in the mid-Atlantic, most recently the successful Route 234/Brentsville Road Interchange project that was constructed under budget and one month early.</p> <p>As CM, Brad will report to the DBPM. He will be on the project site organizing personnel, equipment, and material deliveries and well as coordinating with subcontractors and any adjacent projects or property owners.</p>			

Rob Shunk, PE, Estimator		Wagman's Senior Estimator	
Physical Work Address: 3290 N. Susquehanna Trail York, PA 17406 Email Address: trshunk@wagman.com		Office: (717) 764-8521 Cell: (717) 801-7998 Fax: (717) 767-5457	
Education		Years of Experience	
B.S. / Civil Engineering / Pennsylvania State University, University Park, PA / 1988		With Wagman: 18 Construction Experience: 36	
<p>Rob has 36 years of transportation construction experience from Project Manager to Senior Estimator. His critical constructability input during the design phase is supported by his understanding of design and construction, his PE registration, and education background. His professional project management background includes extensive experience cost estimating, developing CPM schedules, planning and coordinating traffic control, and planning and scheduling project staff. Rob has worked on many DB projects in Virginia, including Route 7 and Battlefield Interchange, Route 7 over Dulles Toll Road and Route 234/Brentsville Road Interchange for Prince William County.</p> <p>As Estimator, Rob will assist with the creation and management of the project budget and CPM. He will help define the project scope procuring project materials and subcontractors. Any issue involving cost or schedule, Rob will be involved to compare costs to maintain the project budget and ensure the project will be completed on time.</p>			

Ellen Diekel, Design-Build Integration		Wagman's Design-Build Integration Manager	
Physical Work Address: 604 Jack Enders Boulevard Berryville, VA 22611 Email Address: erdiekel@wagman.com		Office: (717) 764-8521 Cell: (804) 297-5264 Fax: (717) 767-5457	
Education		Years of Experience	
B.S. / Civil Engineering / Virginia Polytechnic Institute and State University, Blacksburg, VA / 2015		With Wagman: 3 Construction Experience: 9	
<p>Ellen unifies the DB Team by facilitating integrated communications between design and construction and ensuring quality and environmental compliance are considered in any solution. She will ensure we provide a cohesive team and empower the DBPM's single-voice communications to Chesterfield County. Ellen has just completed filling this role for a Prince William County DB project that finished on time and under budget.</p> <p>Ellen will report to the DBPM and working closely with the DM and CM.</p>			

Mark Gunn, PE, DBIA, Executive Committee Member		RDA's COO/Director of Engineering	
Physical Work Address: 11100 Endeavor Court, Suite 200, Manassas, Virginia 20109 Email Address: mgunn@rdacivil.com		Office: (703) 334-9288 Fax: (703) 257-5443	
Education		Years of Experience	
B.S. / Civil Engineering / University of Virginia, Charlottesville, VA / 1996		With RDA: 19 Design Experience: 25	
<p>Mark serves as RDA's Director of Engineering and has 25 years of experience in transportation, utilities, and site infrastructure design in Virginia. In this role, he oversees and manages RDA's engineering, utility, survey, and ROW departments and allocates company resources to ensure efficient and effective delivery of RDA's services to meet project schedule and budget. He is responsible for monitoring project performance for schedule, budget, and contract requirement compliance, and implementation of RDA's corporate QA/QC Plan. Mark routinely serves as Project Manager for major DBB and DB projects in the Northern Virginia region, managing multi-disciplinary design teams and subconsultants for the delivery of transportation and infrastructure related projects for various clients, including Prince William County and VDOT. He has a thorough understanding of various project delivery methods as well as all applicable Prince William County, VDOT, and AASHTO design principles and standards. As a member of the Executive Committee, Mark will work closely with the team's Project Manager to be responsible for allocating the necessary resources to meet the project milestones. He will work with the County on the scope of services, scheduling, pricing, and contract negotiations as well as be a major participant in all Public Involvement activities.</p>			

Rick DeLong, PE, Design Manager		RDA's Director of Transportation	
Physical Work Address: 520 Lew Dewitt Boulevard, Unit 301 Waynesboro, VA 22980 Email Address: rdelong@rdacivil.com		Office: (571) 719-6471 Fax: (703) 257-5443	
Education		Years of Experience	
B.S. / Civil Engineering / Pennsylvania State University, University Park, PA / 1993		With RDA: 5.5 Design Experience: 25.5	
<p>Rick serves as Design and Project Manager for major DB and DBB projects throughout Virginia, managing multi-disciplinary design teams and subconsultants for the delivery of transportation and infrastructure-related projects for various clients. He manages and oversees the transportation engineering staff & projects, including roadway, traffic, and hydraulics disciplines. Additionally, he routinely manages the coordination with other RDA disciplines, including structures, utility, survey, and ROW departments and allocates company resources to ensure efficient and effective delivery of RDA's services to meet project schedule and budget. He is responsible for monitoring project performance for schedule, budget, and contract requirement compliance, and ensuring the implementation of RDA's corporate Design Quality Management Plan. He has a thorough understanding of various project delivery methods as well as all applicable VDOT and AASHTO design principles and standards. Rick recently served as the DM for the Route 234/Brentsville Road Interchange DB and the University Boulevard Extended DBB projects in Prince William County, leading the overall project coordination and design development, including all design disciplines and subconsultants. His DM experience also includes VDOT DB projects including I-81 MM 221-225 and Greenview Drive.</p> <p>As DM, Rick will serve as the Engineer of Record and coordinate all design functions from NTP to final completion. He will maintain close communication with the DBPM and all managers to ensure the project is designed in accordance with the requirements of the contract documents. He will be responsible for managing all design disciplines, ensuring the overall project design conforms to the specifications, and providing Prince William County with design plans for review and approval to confirm that the design work is constructible and complies with the requirements of the contract documents. Rick will also establish oversight of the QA/QC program for each design discipline of the project. He will be assisted by the Design QA/QC Manager, who will provide an independent design QA audit as well as coordinate the design QC performed by qualified independent staff for each discipline and team member.</p>			





John Giometti, PE, Design QA/QC Manager		RDA's VP of Transportation Services	
Physical Work Address: 927 Maple Grove Drive, Suite 105, Fredericksburg, VA 22407 Email Address: jgiometti@rdacivil.com		Office: (540) 548-4470 x260 Fax: (540) 548-4471	
Education		Years of Experience	
B.S. / Civil Engineering / Virginia Polytechnic Institute and State University, Blacksburg, VA / 1988		With RDA: 11 Design Experience: 36	
<p>John has over 29 years of experience in the design and management of transportation projects. He brings an in-depth knowledge of VDOT and AASHTO design criteria and a history of successfully delivering transportation projects to include corridor studies, new route locations, highway widening, structure replacements, interchange justification reports, new and retrofit interchanges, intersection improvements, safety improvements, and PPTA/DB projects. Before joining RDA, John was a former District Location & Design Engineer and District Planner in VDOT's Culpeper District.</p> <p>As Design QA/QC Manager, John will support the DM and the design team by managing a group of independent quality control reviewers. He will ensure that the project's day-to-day development of the project is reviewed for contract compliance and checked for accuracy.</p>			

Aaron DeLong, PE, Design Lead		RDA's Transportation Manager	
Physical Work Address: 4301 Dominion Boulevard, Suite 100, Glen Allen, VA 23060 Email Address: adelong@rdacivil.com		Office: (703) 334-9290 Fax: (703) 257-5443	
Education		Years of Experience	
B.S. / Civil Engineering / University of Virginia, Charlottesville, VA / 2016		With RDA: 8 Design Experience: 8	
<p>Aaron has eight years of experience with many types of detailed transportation projects including DB contracts, LAP projects, and task order contracts. He also has experience with coordination between contractors and consultants, cost estimates, MOT/TMP design, horizontal and vertical alignments, intersection and corridor safety design, and roadway and hydraulic design. He has served as the lead roadway and MOT designer for several DBs, including the Route 234/Brentsville Road Interchange project for Prince William County.</p> <p>As Design Lead, Aaron will lead efforts related to roadway design, including horizontal and vertical geometry, pedestrian facilities, MOT, site grading, E&S control plans, utility design, and lighting services.</p>			

Troy Sullivan, RW-RAC, REAT, ROW Manager		RDA's Assistant Director of ROW	
Physical Work Address: 927 Maple Grove Drive, Suite 105, Fredericksburg, VA 22407 Email Address: tsullivan@rdacivil.com		Office: (703) 334-0056 Fax: (703) 257-5443	
Education		Years of Experience	
B.S. / Business Administration / Longwood University, Farmville, VA / 2008		With RDA: 11 Design Experience: 16	
<p>Troy is responsible for handling all aspects of negotiation including the research and collection of preliminary parcel data, the preparation of negotiation packages, title research, relocations, and in the compilation and review of acceptance and refusal packages for client submission. He has conducted dozens of meetings with property owners and has successfully negotiated the acquisition of land and easements for various types of projects. Troy has performed property inspections for inclusion in appraisal and BAR assessments as well as updating title reports. He has worked with management to generate and interpret land sales data used in the development of project proposals.</p> <p>As ROW Manager, Troy will coordinate with the design team and the utility coordinators to ensure that any additional rights of way are identified, documented, and properly acquired. He has a full-service team of appraisers, negotiators, a title attorney, and support staff that will assist him in ensuring that an equitable and fair outcome for any property impacts is achieved.</p>			

POINTS OF CONTACT

Below are the authorized points of contact for the Wagman/RDA Team for all matters associated with this submittal.

 <small>General Construction Heavy Civil Geotechnical</small>	 RINKER DESIGN ASSOCIATES
 <p>Anthony W. Bednarik Vice President awbednarik@wagman.com (717) 324-3979 (cell) (717) 764-8521 (office)</p>	 <p>Mark A. Gunn, PE, DBIA COO/Director of Engineering mgunn@rdacivil.com (703) 334-9288 (office)</p>

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

Financial information for Wagman Heavy Civil, Inc. is located in **Section 3, Appendix A.**

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

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

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

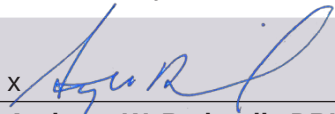
Wagman employs over 500 employees in the mid-Atlantic. It is not uncommon for Wagman to increase hiring of qualified people when we obtain a new project such as the Route 234/Sudley Manor Drive Interchange. We will rely on proven methods to obtain qualified personnel such as interviews, pre-hiring drug testing, pre-hiring physicals and working with local communities to identify local workers. In addition, all new hires go through a rigorous training and ninety-day probationary period. Wagman embraces on-the-job training and we have apprentice programs to elevate employees.

Wagman has extensive resources and connections over our 115-year existence and we understand hiring of qualified personnel. Our reputation and employee benefit packages make us the employer of choice. We have multiple field employees with over 20 years of experience, so when we hire a qualified worker they decide to make Wagman a career.


RDA's main office is in Prince William County with over 80 employees in that location. RDA utilizes EEO practices to find and hire additional staff as workloads demand. They advertise on job websites, in newspapers, and on their company website to find candidates of all levels of experience.

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

Wagman Heavy Civil, Inc. has not been debarred and is not currently debarred or suspended by any federal, state or local government entity.

By: 
Anthony W. Bednarik, DBIA, Vice President Major Pursuits/Design-Build

Rinker Design Associates, LLC has not been debarred and is not currently debarred or suspended by any federal, state or local government entity.

By: 
Mark A. Gunn, PE, DBIA, COO/Director of Engineering


02 PROJECT CHARACTERISTICS



02 PROJECT CHARACTERISTICS

(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 Wagman/RDA Team has reviewed a conceptual plan to improve the existing at-grade intersections at Route 234 and Sudley Manor Drive and Route 234 and Wellington Road. This plan was initially developed under the VDOT Strategically Targeted Affordable Roadway Solutions (STARS) program, with various modifications made with subsequent funding application submissions for VDOT Smart Scale and Northern Virginia Transportation Authority (NVTA). Ultimately the project was awarded funding through NVTA for their FY2024-2029 Six Year Program. Our approach will design and construct the project consistent with the spirit of this plan (**Section 3, Appendix B**). Design modifications may be necessary subject to traffic volume re-calibrations and our proposed rigorous public outreach process. The County has identified this improvement as a critical transportation project which will improve capacity, mobility, and safety for County residents and travelers.



Northern Virginia Transportation Authority

FY2024-2029 Six Year Program

Route 234 and Sudley Manor Drive Interchange

APPLICATION #: PWC-040
Single Point Urban Interchange at Route 234 and Sudley Manor Drive. Includes Wellington Road

Date Submitted: 07/20/2023

Using the project descriptions, field reconnaissance and available project information, the Wagman/RDA Team has thoroughly evaluated the project to determine design and construction costs, schedules, estimated utility costs, environmental permitting, and ROW costs. This information is included in the proprietary section of this proposal (**Section 3**). The following is a detailed project information page developed by the Wagman/ RDA Team for the project, which includes characteristics such as:

- Project limits
- Description of improvements to be made
- Typical sections
- Critical project elements
- Overviews of ROW, utility, and environmental impacts



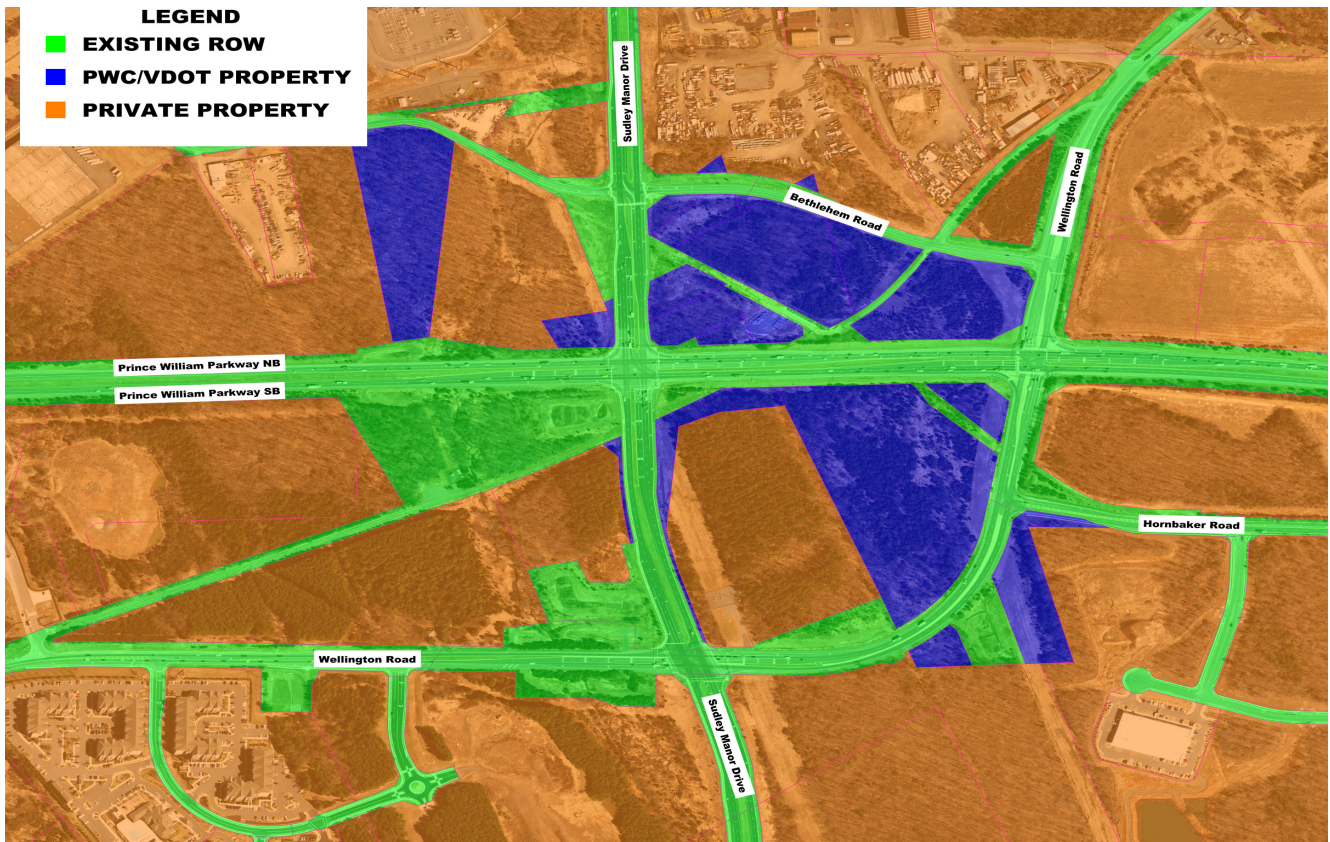
Primary Mode(s)	Secondary Mode(s)
	
Application Number	PWC-040
Primary TransAction ID Number	222
Submitting Jurisdiction/Agency	Prince William County
Location	The project is located at the intersection of Route 234 at Sudley Manor Drive and at Wellington Road.
Requested NVTA Funds	\$115,000,000.00
NVTA Funds Approved	N/A
Previous NVTA Funds Received	\$0.00
Total Cost to Complete Project	\$115,000,000.00

Table 2a. Route 234 & Sudley Manor Drive Interchange Proposed Concept Design

<p>Project Description</p>	<p>The project consists of constructing improvements at the intersection of Route 234 (PWP) at Sudley Manor Drive and includes modifications to the intersection of PWP and Wellington Road. The project will be designed and constructed as a SPUI. The project will grade separate PWP and Sudley Manor Drive to maintain free-flow on PWP. Currently, through traffic on PWP experiences significant delays as a result of signalized intersections at both Sudley Manor Drive and Wellington Road, given that they are spaced less than 1,400' apart. Wellington Road will be realigned and the connection to PWP will be obscured. Access to PWP from Wellington Road will be diverted to the PWP and Sudley Manor Drive intersection to improve operations. An alternative at-grade option at Wellington Road may be identified. The project will increase capacity and reduce congestion along this important corridor. This location was reviewed under the VDOT STARS program, and further refined for submission to NVTA.</p>
<p>Roadway Classification</p>	<p>Freeway (VDOT Standard GS-5), Design Speed 60 mph</p>
<p>Environmental Impacts</p>	<p>Based on a preliminary review of the interchange conceptual plan, no major environmental issues are anticipated. Water quality permits will have to be obtained and coordination on the presence of threatened and endangered species and cultural resources will be required.</p>
<p>Utility Impacts</p>	<p>Existing utilities in the project footprint include telephone, electric, cable, fiberoptic, gas, water, and sewer. Coordination with Williams Pipeline will be required to avoid the need to relocate three gas line crossings under the existing PWP and Sudley Manor Drive intersection.</p>
<p>ROW Impacts</p>	<p>Minimal ROW and easement acquisition is anticipated as most has been acquired by Prince William County and VDOT. Design will use previously dedicated ROW wherever possible to minimize proposed takes from adjacent property owners. Some temporary construction, drainage, and/or utility easements may be required once the design development is further developed.</p>



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

Throughout the duration of the project, Prince William County and other public entities will have integral roles in several of the project tasks including plan reviews and approvals, ROW acquisition, and utility coordination/relocation, and environmental permitting:

- **Interchange Access Request (IAR) and Operational Safety Analysis Report (OSAR) Approvals:** RDA will prepare the LD-459 Framework document for VDOT review and approval. Once approved, RDA will obtain turning movement counts at the study intersections with durations as required for analysis and opening day signal re-timing recommendations. IAR and OSAR reports in compliance with IIM LD-200.11 will be developed and submitted for review and approval. VDOT will be responsible for providing the approvals and direct coordination with FHWA to obtain their approvals
- **Plan Reviews and Approvals:** To meet the proposed project schedules, the Wagman/RDA Team will request expedited plan reviews for the proposed project designs. It is anticipated that VDOT and Prince William County will share the primary review responsibilities.
- **ROW Acquisition:** As stated previously, minimal ROW acquisition is anticipated. However, if minor acquisitions are needed, the Wagman/RDA Team will handle all aspects of the property acquisition. Prince William County will only be asked to assist when or if the use of eminent domain is necessary. However, the County will review all appraisals, authorize the Wagman/RDA Team to present offers, accept counteroffers from property owners, and provide payment for the actual ROW and easements to be acquired. The project team will negotiate with adjacent property owners for the land rights required for the project. If we are unable to secure the necessary land rights, we will prepare acquisition plats and provide them to the County to condemn the property as necessary to maintain project schedule.
- **Utility Relocation Coordination:** The Wagman/RDA Team will be responsible for overall coordination of utility relocations, including the identification of impacted utilities, coordination with utility owners, review of relocation plans and estimates prepared by the utility owners, and oversight of field relocations. Prince William County will assist with utility owner coordination as necessary and provide payment to the utility companies for relocations in accordance with the negotiated cost responsibilities, if additional utility easements are required. Avoiding a costly and timely gas relocation will be a main focus of our Team so close coordination with Williams Pipeline will occur early in the project schedule.

- **Environmental Permitting:** The Wagman/RDA Team will be responsible for obtaining all necessary environmental permits for the project along with authorization from all applicable regulatory agencies.

(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 Wagman/RDA Team will submit appropriate documentation for environmental reviews and obtain approvals for federal, state, and local permits as needed. Through our previous project experience, we have established good working relationships with the federal, state, and local agency representatives which we believe will be a valuable asset in the execution of this contract. **Table 2c(1)** shows a list of permits and environmental approvals that may be required. The actual permits required may vary depending on detailed surveys and extent of impact. All road projects in the Commonwealth of Virginia, whether or not they are funded entirely by the locality or have state funding, must provide the coordination needed to complete the environmental certification forms (EQ-429, EQ-121, and EQ-555). To complete these forms, the Wagman/RDA Team will:

- Obtain any water quality permits required. Based on preliminary assessments, the impacts appear to be minor enough that the project will likely qualify under both USACE and VDEQ general permits.
- Coordinate a NEPA re-evaluation and FHWA FONSI Concurrence for the project in relation to the FHWA 1994 Final SEIS covering the project area.
- Provide a Phase I Environmental Site Assessment (ESA) to identify any potential for hazardous wastes or other contamination along the proposed project route.
- Coordinate with the natural resource agencies, namely the US Fish and Wildlife Service (USFWS), VDWR, and Virginia Department of Conservation and Recreation (VDCR). During permitting the USACE will coordinate directly with the USFWS.

Once final plans are approved by VDOT, the Wagman/RDA Team will obtain a Virginia Stormwater Management Permit (VSMP) for the project.

The certification can normally be completed in six to eight months, once the design plan is developed to a level adequate to determine environmental impacts. **Table 2c(2)** contains a matrix detailing the permits anticipated for the project.

Table 2c(1). Permits, Approvals & Coordination Required for the Route 234 & Sudley Manor Drive Interchange Project

Agency	Requirement	Activity
Federal		
USACE	Section 404, Clean Water Act Permit	Permits for stream and wetland impacts. Triggers compliance with other requirements such as Section 7, Endangered Species Act and Section 106, National Historic Preservation Act
USFWS	Section 7 ESA & Fish and Wildlife Coordination Act	The Wagman/RDA Team and USACE will coordinate permit applications with USFWS for their comments.
USEPA	Section 404(c) CWA	USEPA has oversight of USACE program and comments on permit applications.
Federal Emergency Management Agency (FEMA)	Letters of Map Revision	H&H analyses and floodplain studies, as needed
FHWA	FHWA FONSI Concurrence for NEPA	The Wagman/RDA Team will coordinate with FHWA to obtain FONSI Concurrence for the project in relation to the FHWA 1994 Final SEIS covering the project area.
Commonwealth of Virginia		
VDEQ	9 VAC 25-680	Permit for stream and wetland impacts
Virginia Marine Resources Commission (VMRC)	Title 28.2, Chapter 13	Clearinghouse for JPA submission and potentially issue No Permit Required determination
VADCR	9 VAC 25-180 Threatened and endangered species (database search)	Review triggered by both Section 404 CWA and 9 VAC 25-680
VDOT	NEPA Re-evaluation	The Wagman/RDA Team will coordinate with VDOT to complete a NEPA Re-evaluation for the project.
Virginia Department of Agriculture and Consumer Services (VDACS)	Threatened and endangered species (plants and insects)	Review triggered by both Section 404 CWA and 9 VAC 25-680
VDWR	Threatened and endangered species	Review triggered by both Section 404 CWA and 9 VAC 25-680
Virginia Department of Historic Resources (VDHR)	Archaeological and Historic Resources	Review triggered by Section 404 CWA, 9 VAC 25-680, and state or federal funding

Table 2c(2). Environmental Permits and Approvals Anticipated for the Route 234 & Sudley Manor Drive Interchange Project

Wetland/Waterway Permits (one application form)	USACE (Sect 10 & Sec 404)	✓
	VDEQ Water Protection Permit	✓
Coordination with VDHR (Cultural Resources)		✓
Coordination with VDWR		✓
Coordination with VDCR NHP		✓
Coordination with VDACS		✓
Coordination with USFWS		
VSMP		✓
Local Environmental Certifications		✓
Air Quality Analysis		✓
Phase 1 EA		✓

A comprehensive schedule, provided in the proprietary section of this proposal (**Section 3, Appendix B**), identifies each individual element of the project, including durations for the permitting phase.

(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.

Design and construction will be performed by the Wagman/RDA Team in a manner that minimizes the project's adverse social, economic, environmental, and transportation impacts. Design and construction will be performed in a manner consistent with the requirements of the County's Comprehensive Plan and applicable ordinances and standards. It is anticipated that the following impacts will result from the project.

SOCIAL IMPACTS

No adverse social impacts are expected with the project. Very little, if any, additional ROW will be required and there will be no residential or commercial displacements or relocations as a result of this project.

ECONOMIC IMPACTS

No adverse economic impacts are expected with the project. The completion of the project will reduce congestion and improve the delivery of goods and services within the community.

ENVIRONMENTAL IMPACTS

We anticipate that the proposed project will result in minimal environmental impacts. In support of the Environmental Permits and Approvals Matrix shown in **Table 2c(1)**, the Wagman/RDA Team will perform all necessary surveys, due diligence, documentation, and coordination necessary to satisfy environmental requirements for the project. These tasks may include:

- Wetland delineation
- Threatened & endangered species coordination
- Cultural resources (archaeological and historic) due diligence
- ESAs
- Air quality analyses
- Permitting agency coordination
- Permit application preparation and processing

Wherever possible, design will be performed to avoid or minimize impacts. Environmental impacts that cannot be avoided through design will be mitigated appropriately. Wetland and stream impacts will be mitigated through the purchase of credits from an approved wetland bank that covers the project in its primary service area. The Wagman/RDA Team will evaluate the necessary mitigation for the project in coordination with the County and permitting agencies to determine the appropriate approach to environmental impact mitigation.

TRANSPORTATION IMPACTS

The proposed improvements will result in an enhanced transportation network for Prince William County by providing safer roadways and added capacity to the roadway network. It is anticipated that adverse impacts will be limited to temporary impacts to travel through the project limits during construction. The Wagman/RDA Team

will mitigate these impacts by developing comprehensive TMPs for the project in close coordination with County and VDOT staff and by coordinating with any regionally significant projects that may have an effect or be affected by these improvements. These TMPs will ensure that adequate traffic flow through the construction limits and access to adjacent properties will be maintained throughout construction.

(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 proposed improvements to the Route 234 and Sudley Manor Drive Interchange are consistent with the County's Comprehensive Plan, and the design and construction will be performed in accordance with all applicable ordinances and standards. Positive social, economic, environmental and transportation impacts are anticipated with the proposed improvements. These positive impacts are detailed in **Section 4** of this proposal.

(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 Wagman/RDA Team has developed a schedule for the project identifying durations for design, permitting, ROW acquisition, utility relocation, construction, and agency review. These duration schedules are included in the proprietary section of this proposal (**Section 3, Appendix B**).

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

The Wagman/RDA Team will bear liability for both the design and construction aspects of the Route 234 and Sudley Manor Drive Interchange project. All elements of design for the project will be submitted to Prince William County and VDOT for review and approval prior to construction. Contractors and subcontractors will be required to bond and insure their element of work for this project. Construction Administration and Inspection will be provided by the Project Team. This is further addressed in **Section 3(d)** due to the proprietary nature of the costs and associated risks.

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

PROJECT OWNERSHIP

The project will be delivered to the County pursuant to the completion of construction. VDOT will take ownership at the time of acceptance into its roadway system from Prince William County. The Wagman/RDA Team will maintain ownership of the project limits by permit throughout the construction process.

LEGAL LIABILITY

The Wagman/RDA Team will assume the legal liability associated with the project. Once the project is delivered and accepted by Prince William County, the County will assume all legal liabilities.

LAW ENFORCEMENT

The Wagman/RDA Team will look to the Virginia State Police (VSP) and Prince William County Police enforcement in patrolling the project limits during the construction, consistent with current practices.

OPERATION OF THE PROJECT

Construction warranties will be provided similar to that of other Prince William County projects. VDOT will be responsible for the operation and maintenance once they have accepted the project.

RESTRICTION OF COUNTY USE

We do not anticipate any restrictions for the project.

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

We do not anticipate phased openings for the project at this time.

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

The Wagman/RDA Team assumes that all design and construction will be in adherence to VDOT specifications and standards. Project permitting, ROW acquisition, and utility coordination will follow typical VDOT DB requirements and specifications.

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

The Wagman/RDA Team has included typical contingencies in our project estimate and do not anticipate any unusual contingencies that must occur to make the project successful.



04 PROJECT BENEFIT & COMPATIBILITY



04 PROJECT BENEFIT & COMPATIBILITY

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

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

COMMUNITY BENEFIT

The proposed improvements to the Route 234 and Sudley Manor Drive Interchange will have a number of positive impacts, most importantly in terms of traffic safety, but also in significantly easing congestion, increasing capacity and improving general mobility for pedestrians, bicyclists, and motorized vehicles. The primary beneficiaries will be those commuters and community residents who use these routes on a daily basis. Once these roadways are designed and constructed to the appropriate standard, the overall safety of the traveling public will be improved and the roadway capacity will be increased significantly.

In addition, enhancements throughout the project will improve sight distance, lane widths, clear zone, etc. Finally, increased roadway capacities meeting designated Levels of Service, stabilization of vehicular flow rates, and reduction in traffic “back-ups” will have a secondary benefit of improved air quality by reducing vehicle emissions.

RESIDENTS

Residents that live adjacent to or near the improved roadways will experience safer access through the corridor, reduced conflict points, decreased potential for accidents, and significant decreases in delays. The project will also improve connectivity and safety for pedestrians and bicyclists with the incorporation of SUPs.

BENEFITS TO THE COUNTY

Development of this roadway improvement under a public/private partnership initiative will save considerable time, reduce costs, and provide improved safety, while exposing the environment to an abbreviated construction schedule. There are many benefits of PPTAs, documented throughout the Commonwealth. Specifically, this PPTA project (and the Wagman/RDA Team) will benefit Prince William County in the following ways:

1. Provide the County a “turnkey” project through a single point of contact; increasing efficiency in dealing with issues throughout design, construction, and road acceptance processes
2. Lower overall costs for design and construction as a result of the Wagman/RDA Team providing estimates upfront in 2024 dollars
3. Acceleration of construction schedule, as opposed to proceeding through the traditional DBB process which would have the project end construction in 2032 – significantly later than Wagman/RDA’s schedule.
4. Shared risk between the Wagman/RDA Team and Prince William County
5. Ability to use regional funding source
6. Potential for County growth both through residential influx, and business development; leading to increased County revenue, which can be spent on additional infrastructure needs or other community desires (e.g., parks, recreational fields, etc.)
7. Fulfillment of commitments made by Prince William County to improve mobility and transportation infrastructure for its citizens.

(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

Very little public opposition is anticipated for this project as virtually all the necessary property rights were previously acquired. The County has realized significant growth over the previous decade, resulting in traffic congestion and increased safety concerns. These improvements will provide safe and convenient means of travel to an expanding County roadway system. Active pursuit of construction with appropriate community outreach initiatives will gain support of local landowners and citizens. It is clearly impossible to “please all of the people, all of the time”; but the Wagman/RDA Team believes that the key to garnering the highest achievable amount of support throughout the County is through effective communication and transparency. To that end, we are committed to the County and the citizens to provide a successful project from NTP to final road acceptance.

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

GOVERNMENTAL SUPPORT/OPPOSITION

A major initiative for the County has been transportation. This project helps deliver a significant piece of that initiative by providing improved mobility through realized reduction in travel times over safer and less congested roadways. The improved access routes will provide economic benefit while reducing environmental concerns. The project is part of the County CIP and the NVTA Transaction 2040 Plan. Authorization of design and construction of the interchange will implement existing County and Regional policy. New roadway assets will provide safe and convenient means of travel to a proven and expanding County transportation system. Prince William County will expand their reputation for meeting transportation goals and providing needed infrastructure, thus attracting a broader economic base which will help maintain and create jobs.

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

All members of the Wagman/RDA Team are fully aware of the need to involve the general public, business community, and governmental agencies throughout the life of the

project. The Wagman/RDA Team is committed to keeping the community involved and informed through a rigorous public involvement process approved by Prince William County.

The project team will develop and distribute to the public an information package providing the following:

- Identification of the Project Team
- Project description, location, and site map
- Project schedule (design and construction)
- Expected community benefits
- Cost of the project and an explanation of funding
- Explanation of the project’s conformance with the County Comprehensive Plan

Right after NTP, the Wagman/RDA Team will hold an Informational Meeting with the public to provide general information about the project and what to expect. As the design progresses, the Wagman/RDA Team will work closely with property owners or neighborhoods affected by the project and keep the landowners informed of design progress and potential impacts to property. The development of construction plans will be coordinated with all utilities along the impact area of each project as well as Prince William County, to ensure that any other projects or re-zonings in the immediate vicinity have the latest information. Throughout the life of the project, information will be provided to the community using press releases, community televisions and websites. Communication with the public will begin with notice to proceed and continue through project completion.

The Wagman/RDA Team will work closely with County officials on all aspects of “community outreach” efforts, as part of our overall partnership with Prince William County. Our approach and goal to each of our public sector projects and clients is to provide a Public Involvement Program that presents each project in a “clear and concise” manner to the public. The Wagman/RDA Team has an excellent record in public involvement, having participated in a wide range of public hearings, citizens’ informational meetings, community group meetings, and special interest group meetings. We view ourselves as an extension of the County’s staff. As such, we are cognizant that citizens may make no distinction between County personnel and the Wagman/RDA Team.

Our team recognizes that as professionals in the industry, what may appear obvious to us may not necessarily be obvious to the public. The Wagman/RDA Team strives for better public understanding of proposed projects by preparing and providing additional information at these meetings. Renderings, visualization, geo-referenced design overlays, and three-dimensional drive-throughs are types of information that we have regularly presented to assist in the public’s understanding of projects and the potential impacts they may experience during construction.

Knowing the audience is an integral part to developing a successful program. A more sophisticated audience requires greater visual impact and explanation in a presentation. Conversely, a less sophisticated audience may only require that we discuss their issues with them on a “one on one” basis for them to understand the project, its impacts, and benefits.

The Wagman/RDA Team understands that many projects live and die with public perception. Therefore, it is imperative that an honest and informative program be tailored to each project. No one approach is right for all types of projects. In cases where there is little, or no perceived negative impact to the public, an informative approach to show the benefits of the project and the enhancement that it provides is the best approach; however, a project that may have perceived impacts to a neighborhood or business may require an approach that not only highlights the benefits, but also dispels the negative impacts that may be perceived. The end result is a customized approach that utilizes the skills and tools previously noted or demands the inclusion or invention of new methodologies.

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

The Route 234 and Sudley Manor Drive Interchange Project has been a part of the County’s Comprehensive Plan. Furthermore, the project is also included in the County’s current CIP, as well as, VDOT’s Six-Year Plan and is high on the County’s list of infrastructure improvements. Finally, the project was recently approved for funding through the NVTA TRANSACTION 2040 plan.

WAGMAN

General Construction | Heavy Civil | Geotechnical



RINKER DESIGN
ASSOCIATES