



Bradley Cemetery Way
PUBLIC-PRIVATE TRANSPORTATION ACT
UNSOLICITED PROPOSAL

ROUTE 234 – BRENTSVILLE ROAD INTERCHANGE

Submitted to:

**Director of Finance
Prince William County,
Virginia**

October 29, 2018

Submitted by:

Wagman Heavy Civil, Inc.

in association with

**Rinker Design Associates,
P.C.**

WAGMAN



October 29, 2018

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

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

Dear Ms. Atreed:

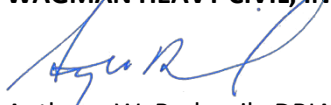
In accordance with the Public-Private Transportation Act of 1995 (PPTA) and Section 1100 of the Prince William County Purchasing Regulations (2016), **Wagman Heavy Civil, Inc. (Wagman)** is pleased to present an unsolicited proposal for the Route 234 – Brentsville Road Interchange PPTA project. This 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 adjacent to Brentsville Road as well as the affected areas in close proximity to its intersection with Route 234.

Wagman will work in close partnership with our Lead Designer, Rinker Design Associates, P.C. (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 experience throughout the Commonwealth** to deliver this important transportation improvement in an effective and efficient manner. The Wagman/RDA Team is a proven construction leader with relevant design-build construction experience, most recently on VDOT's Route 7 Bridge Rehabilitation project. RDA, a recognized and proven leader in transportation engineering, has provided design and survey services for several PPTA/Design-Build projects within Prince William County limits including Route 15, Sudley Manor Road, Linton Hall Road, and I-66/Route 15 interchange. In addition to RDA's experience, they have planned and designed similar transportation improvements for local municipalities (towns and cities), counties, and VDOT over the past 25 years.

Enclosed are 20 copies of our conceptual proposal, inclusive of 10 copies excluding confidential, proprietary information that is contained in Section 3, Project Financing. Two USB flash drives are also enclosed, one with 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 on the project in the next phase of the PPTA proposal process.

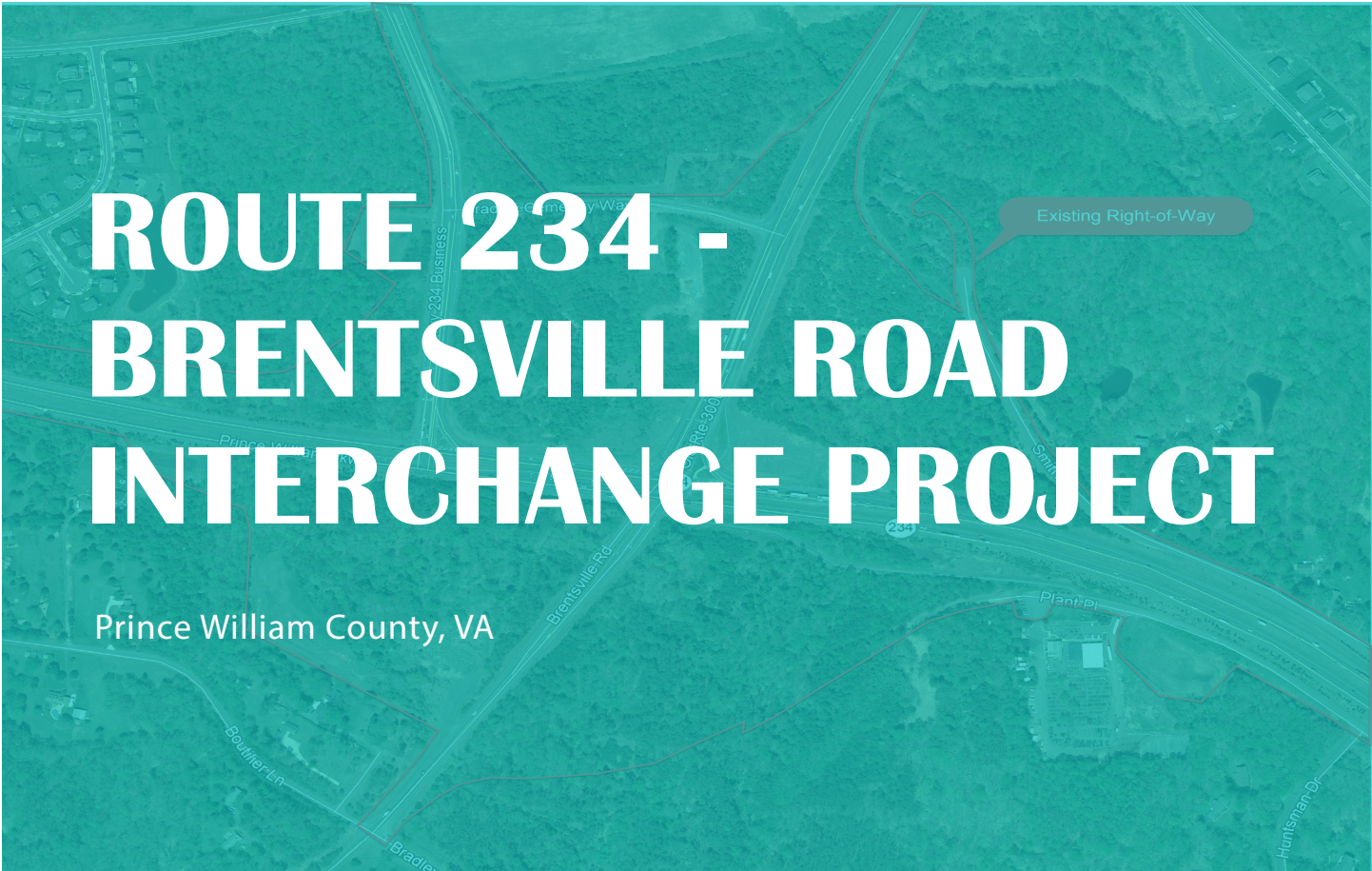
Sincerely,

WAGMAN HEAVY CIVIL, INC.



Anthony W. Bednarik, DBIA

Vice President Major Pursuits/Design-Build

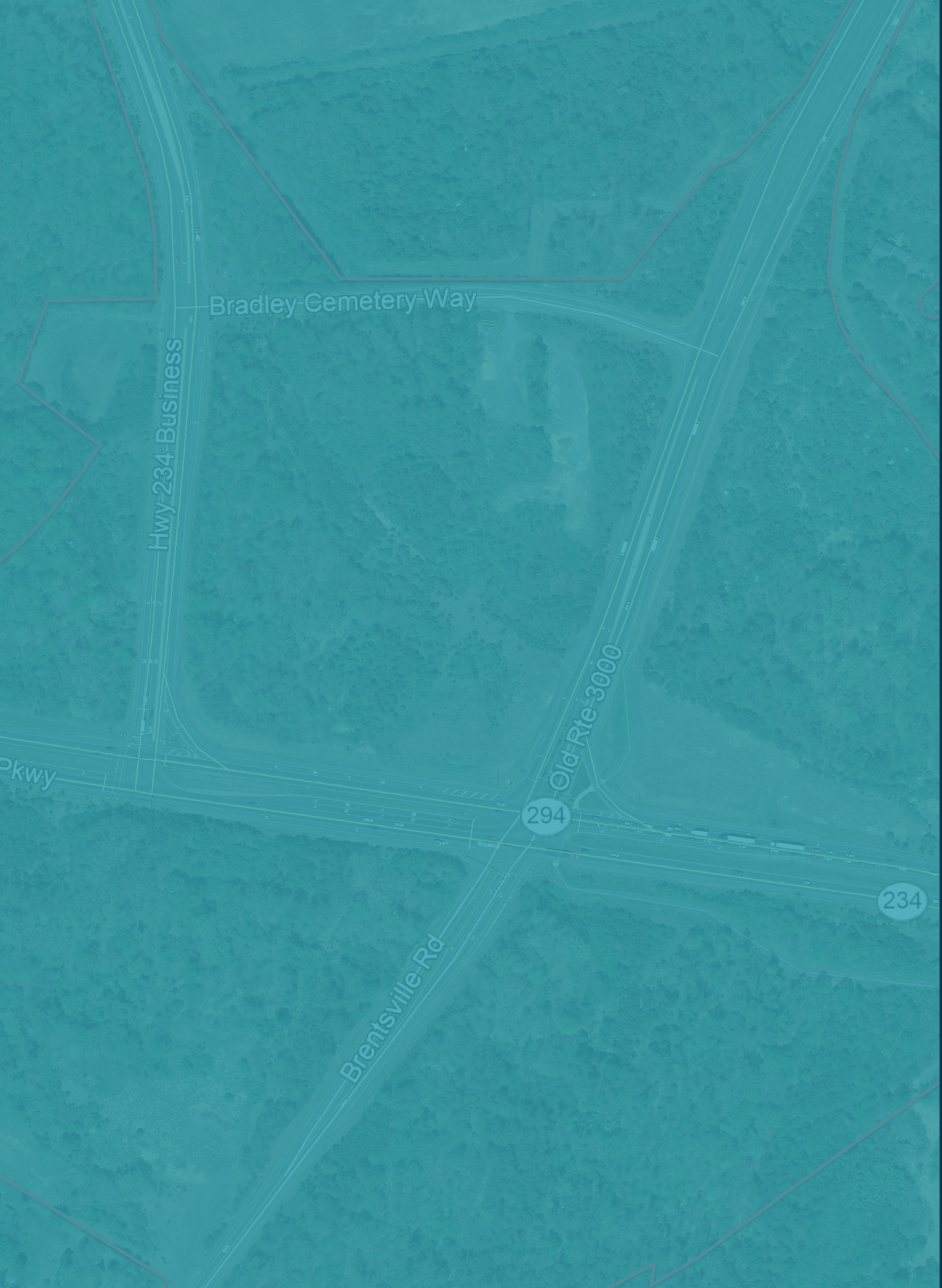


ROUTE 234 - BRENTSVILLE ROAD INTERCHANGE PROJECT

Prince William County, VA

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1 QUALIFICATIONS AND EXPERIENCE

SECTION 1

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., a subsidiary of Wagman Inc., is the private entity submitting this proposal to Prince William County. Wagman proposes to complete the infrastructure improvements to the Route 234-Brentsville Road Interchange in accordance with the Purchasing Regulations of Prince William County (effective October 18, 2016) and the Public-Private Transportation Act (PPTA) of 1995.

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

PARENT COMPANY	SUBSIDIARIES	VIRGINIA OFFICE
<p>Wagman Inc. 3290 N. Susquehanna Trail York, PA 17406-9754</p>	<p>Main Office Wagman Heavy Civil, Inc. 3290 N. Susquehanna Trail York, PA 17406-9754</p> <p>Main Office Wagman Construction, Inc. 231 N. George Street York, PA 17401-1107</p>	<p>Wagman Heavy Civil, Inc. 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 Prince William 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 project. Our primary Team members will be:



WAGMAN HEAVY CIVIL, INC. (WAGMAN)

Team Leader and Construction Manager

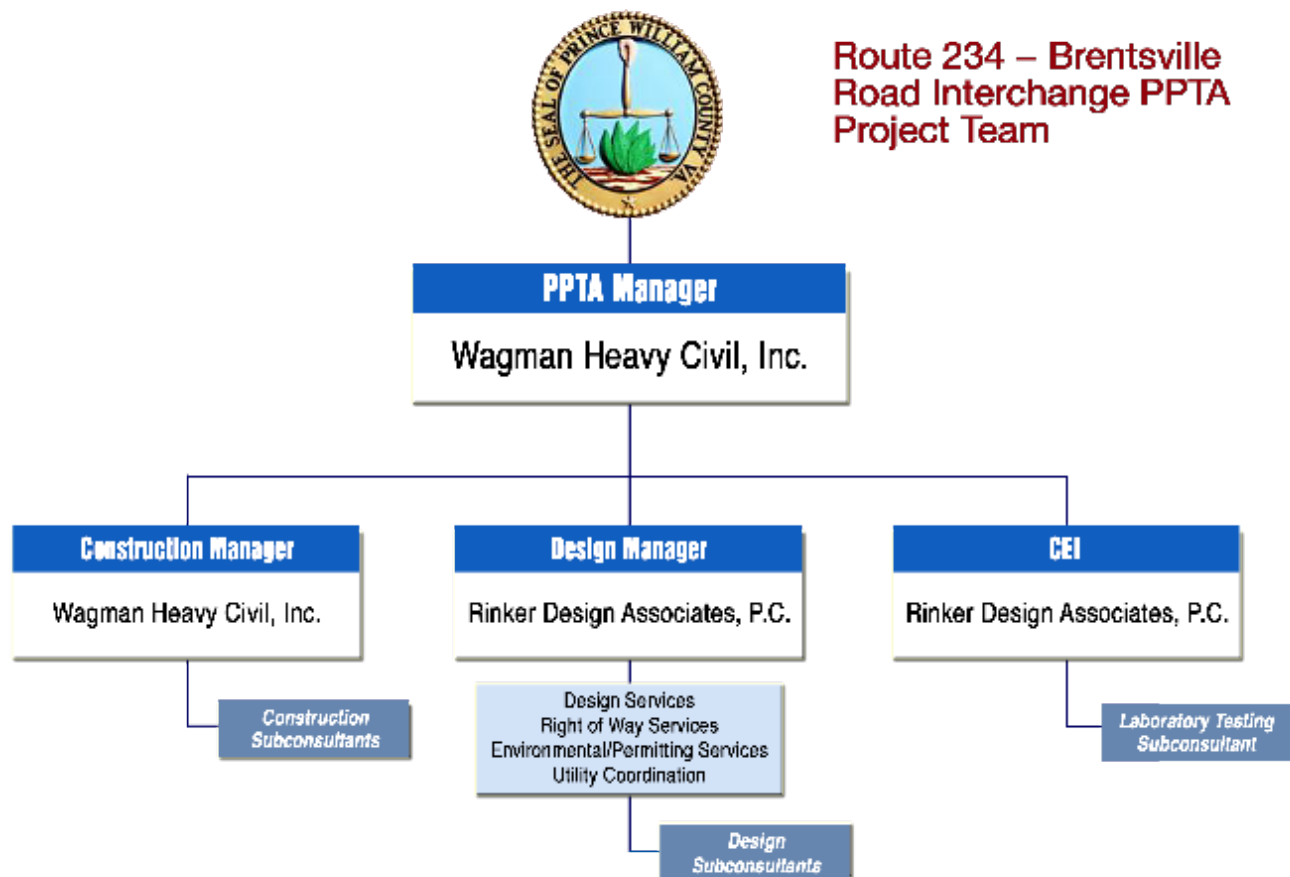


RINKER DESIGN ASSOCIATES, P.C. (RDA)

Design Manager and CEI

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 construction engineering and inspection (CEI) services for quality control during construction. The organizational chart below 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 design-build experience in the mid-Atlantic region to collaborate directly with Prince William County to develop the best project solutions. Wagman and RDA have teamed together on the highly successful Route 7 over the Dulles Toll Road project and will use best practices and lessons learned to coordinate project critical activities such as right of way acquisition, utility relocation and environmental permitting. Wagman has two offices in Virginia with the requisite resources to execute this contract along with support from our corporate office in York, PA. Success on a PPTA/Design-Build project relies on communication and collaboration with all team members to mitigate project risks and our proven best practices for design-build will resolve any issues that may arise.

Our previous combined experience on the Route 7 project identified above, along with numerous other design-build 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 design-build process during the initial design phases of the project when time-critical and cost-impacting activities such as right of way acquisition, utility coordination and relocations, and permit acquisition are in progress. Our team members' experience with Prince William 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 Prince William County the ability to address and resolve concerns or issues for all stakeholders including third-party agencies, elected officials, and the citizens of the 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 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 Heavy Civil, Inc. (Wagman) is a heavy civil and building contractor with core competencies inclusive of design-build, 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 116 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 \$1B in design-build projects in the mid-Atlantic, most recently the Route 7 Interchange with the Dulles Toll Road and currently we are working on the \$105M Rappahannock River crossing in Fredericksburg, VA. Recently we increased our capacity in the Commonwealth of Virginia when we acquired D.W. Lyle, Inc. and Key Constructors, Inc. Through this acquisition, we obtained extensive experience, knowledge, and resources in Virginia, From Lynchburg to Northern Virginia. Our Virginia operations are based out of our new \$5M complex in Dinwiddie, Virginia. We are able to bond over \$500M in work and our current equipment fleet is worth over \$25M. As part of our core business we expanded our geotechnical capabilities with an additional office in Berryville, Virginia. Our expertise in geotechnical construction is one of the largest mitigations when it comes to design-build 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 is **Rinker Design Associates, P.C. (RDA)**.

Since 1982, RDA has built a solid reputation of providing conscientious and reliable service to municipalities, governmental agencies, and private industries throughout Virginia – service that their clients and their communities expect and deserve. RDA is a mid-sized firm with 125 employees and four offices strategically located throughout the Commonwealth in Manassas (Headquarters), Fredericksburg, Richmond (Glen Allen), and Virginia Beach. The address of our Prince William County office is 9385 Discovery Boulevard, Suite 200, Manassas, Virginia 20109.

RDA, a Virginia-certified SWaM business (#652784), provides professional civil engineering, surveying, land planning, transportation engineering, traffic engineering and planning (including signal design), utility design, structural, environmental, litigation, right of way/easement acquisition, 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.

RDA has provided transportation design services to Prince William County on numerous projects. delivered under the traditional design-bid-build model as well as Design-Build and PPTA Projects. RDA served as the Lead Designer for the 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 Minnieville Road, Prince William Parkway 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 Prince William 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 below are several transportation projects that our firms have successfully completed, together and individually, which showcase our capabilities in providing similar services as will be required for this contract.

Route 7 Widening and Bridge Rehabilitation over the Dulles Toll Road and Dulles International Access Highway Design-Build (Wagman/RDA)

This \$42M design-build 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) right of way required the design and installation of permanent foundations using micropiles to widen the existing bridge piers between Dulles Toll Road and the Dulles 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 shared-use path on separate alignment for pedestrians and bikes to travel in each direction, which 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 within their approved property limits exceeded their 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, and numerous local community associations.



MD 404 Route 50 to Denton Design-Build (Wagman)

Wagman was the managing partner of the MD 404 Corridor Safety Constructors (404 CSC) Joint Venture to construct two additional lanes along 9 miles of the existing MD 404 alignment to create a dual, four-lane divided highway from US 50 to east of Holly Road. The project, which eliminated unprotected left turns from side streets and new service roads, consolidated access points with residential and commercial properties, increasing safety along the MD 404 corridor.

To meet the aggressive 18-month schedule, the project was divided into three segments. Each partner supplied resources to construct the segment assigned to them, allowing them to proceed without interference. Wagman was fully responsible for earthwork, structures, drainage, paving, and traffic features in Segment B, the portion of the project spanning from Church Road to 2,000 feet past Norwich Creek. Additional improvements included roadway tie-ins to and from the existing dual highway, a 115-foot, single span bridge over Norwich Creek, 18 small structure-classified roadway cross culvert extensions/replacements including box and multi-cell pipes, new and rehabilitated pavement, closed/open drainage systems, stormwater-quality ESDv and quantity facilities, intersection lighting, signage, pavement markings, traffic signal modifications at US Route 50, ITS devices, noise abatement earth berms, concrete screen fencing, and landscaping.



The 404 CSC Team was awarded the project based on a “best value selection” process and a total bid price of \$105M. The team was able to save the Maryland State Highway Administration (SHA) \$12M by incorporating multiple ATCs.

Dominion Energy Haul Road (Wagman)

This project included construction of a 1,389-linear foot bridge spanning Proctor’s Creek and environmentally sensitive wetlands, a 4,700-linear foot Access Road to Abutment A, and a 2,800-linear foot North Haul Road to Abutment B, all built specifically for heavy, high-volume truck traffic. The 10-pier, 11-span bridge is 32 feet wide with two 12-foot lanes. The North Haul Road contains a 300-foot VDOT RW-3 retaining wall adjacent to the Chesterfield Wastewater Treatment Plant.

To mitigate public scrutiny by environmental agencies and impact on potential historical sites surrounding the area, Wagman, and the Owner proactively managed construction access and environmental controls. Wagman also worked closely with the owner, designer, and geotechnical engineer to address unknown subsurface conditions with modified piling designs and installation methods. The haul road and bridge were opened to traffic on time and is in use by the Owner. The project was centrally focused on safety, speed and reducing environmental impact, marking the first phase to meet the Owner’s long-term goals.



Odd Fellows Road Design-Build (Wagman)

Wagman was the prime contractor delivering this design-build project. Wagman subcontracted the design, QC, and QA services to highly qualified, experienced design-build firms with a history of performance on VDOT projects. Wagman self-performed all of the earthwork, grading, storm drainage, retaining wall and bridge structure work on this \$30M project in Lynchburg, Virginia. The project included the design and construction of a new location, tight diamond interchange between Odd Fellows Road and US 460/29 as well as the widening and reconstruction of existing 1.5 miles of Odd Fellows Road to a three-lane typical section with a two-way left turn lane, curb and gutter, sidewalk, and a 10-foot shared use path. Under the design-build contract, the Wagman Team provided the design for another segment of Odd Fellows Road reconstruction and widening of a bridge over the Norfolk Southern Railroad and construction of three roundabouts along Odd Fellows Road. The project was designed and constructed under a very aggressive design-build schedule, which required the close weekly coordination between the designer, VDOT, the City of Lynchburg, and FHWA.

The Wagman Team also worked with the City of Lynchburg to build approximately \$1M in waterline and sewerline betterments. We also worked with over 50 businesses to negotiate ROW agreements including state and federal landowners.

VDOT I-66/Route 15 Interchange Reconstruction Design-Build (RDA)

RDA served as the Lead Designer for this \$36M design-build 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 diverging diamond interchange (DDI), the third of its kind in Virginia (first in Northern Virginia), 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, and 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, right of way 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 relocations 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 State, County, and Town by providing independent education and coordination meetings early in design which resulted in stakeholder understanding and consensus.

James Madison Highway (Route 15) Improvements PPTA/Design-Build (RDA)

RDA was served as the Lead Designer on the PPTA/Design-Build team selected by Prince William County to provide engineering design services, right of way acquisition services, environmental permitting, and construction engineering/inspection 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 Traffic Management Plan (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 Design-Build 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.

Prince William Parkway Widening PPTA/Design-Build (RDA)

As Lead Designer on the Design-Build team, RDA provided comprehensive engineering services to the Prince William County Department of Transportation for the widening of Prince William Parkway (Route 294) from Minnieville Road to Old Bridge Road. This project widened Prince William Parkway, 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 Design-Build 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 right of way 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)
- Right of Way 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)



(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.

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	
Education		Years of Experience	
Bachelor of Science / Civil Engineering / Virginia Military Institute, Lexington, VA / 1992		With Wagman:	4 Years
		Construction Experience:	26 Years
<p>Mr. Andricos has over 26 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	
Education		Years of Experience	
Bachelor of Science / Civil Engineering / Virginia Military Institute, Lexington, VA / 1983		With Wagman:	4 Years
		Construction Experience:	31 Years
<p>Mr. Mays 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 28-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>			

Jerry Whitlock, P.E., DBIA, Design-Build Project Manager	Wagman's Project Manager	
Physical Work Address: 3290 Susquehanna Trail, York, PA 17406 Email Address: jtwhitlock@wagman.com	Phone: (717) 764-8521 Fax: (717) 767-5457	
Education	Years of Experience	
Master of Science / Civil Engineering / West Virginia University, Morgantown, WV / 2003 Bachelor of Science / Civil Engineering / Virginia Military Institute, Lexington, VA / 2002	With Wagman:	3 Years
	Construction Experience:	15 Years
<p>Mr. Whitlock's extensive experience overseeing Design-Build projects from award through design, construction and final acceptance has included direct supervision and control of multiple design consultants, QA/QC programs and procedures, schedule, budget and all construction engineering. A Registered PE in Virginia, Jerry has worked on numerous major transportation projects in the state and is well versed in VDOT QA/QC standards.</p> <p>As Design-Build Project Manager, Jerry will be the primary point of contact for the County and will report to the Executive Committee. He will be responsible for the overall design and project management including safety, schedule, cost, quality, utility coordination, ROW acquisition, etc. Jerry will be the primary point of contact for the County on this project. Jerry Reports to Glen</p>		

Ryan Tibbs, Construction Manager	Wagman's Project Manager	
Physical Work Address: 26000 Simpson Road, Petersburg, VA 23803 Email Address: rtibbs@wagman.com	Phone: (804) 631-0000 x 5015 Fax: (804) 733-6281	
Education	Years of Experience	
Bachelor of Science / Biology / Virginia Military Institute, Lexington, VA / 2006	With Wagman:	3 Years
	Construction Experience:	12 Years
<p>Ryan Tibbs has an extensive design-build background which includes management and engineering of interchanges, highways, roads, roundabouts, bridges, spillway, and soundwall projects. He has experience developing and implementing Site Safety Plans, Environmental Plans, design constructability reviews, and project schedules and budgets as well as communicating with owners and stakeholders. At Wagman, Ryan is responsible for overall daily supervision and coordination of all aspects of the projects.</p> <p>As Construction Manager, Ryan will report to the Executive Committee and will manage project operations once design is developed to a point that construction can begin. He will be responsible for safety, quality, schedule, and budget.</p>		

Brad McClung, Superintendent		Wagman's Superintendent	
Physical Work Address: 26000 Simpson Road, Petersburg, VA 23803 Email Address: bsmcclung@wagman.com		Phone: (804) 631-0000 Fax: (804) 733-6281	
Education		Years of Experience	
Bachelor of Science / Physical Education / West Virginia University, Morgantown, WV / 2005		With Wagman:	11 Years
		Construction Experience:	12 Years
<p>Brad McClung is a project superintendent for Wagman. with over 12 years of experience as a superintendent. He supervises, manages and coordinates field workers, equipment, material deliveries and subcontractors. Brad has filled this role on many transportation projects in the mid-Atlantic.</p> <p>As Superintendent, Brad will report to the Construction Manager. He will be on the project site organizing personnel, equipment, and material deliveries and well as coordinating with subcontractors</p>			

Mike Mansfield, Estimator		Wagman's Estimator and Project Support	
Physical Work Address: 26000 Simpson Road, Petersburg, VA 23803 Email Address: mpmansfield@wagman.com		Phone: (804) 631-0000 x 5007 Fax: (804) 733-6281	
Education		Years of Experience	
Master of Science / Civil Engineering / Virginia Polytechnic Institute and State University, Blacksburg, VA / 2004		With Wagman:	5 Years
Bachelor of Science / Civil Engineering / Virginia Polytechnic Institute and State University, Blacksburg, VA / 1999		Construction Experience:	15 Years
<p>Mike Mansfield has 15 years of bridge and roadway construction experience. 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. Mike has worked on a number of Design-Build projects in Virginia, including Route 61 over the New River, Virginia Capital Trails over Route 895, I-495 HOT Lanes and Dulles Toll Road Interchange, James Madison Highway (Route 15) Improvements, Watkins Center Parkway (Route 60) Improvements, and Route 288 PPTA Design-Build.</p> <p>As Estimator, Mike will assist with the creation and management of the project budget. He will help define the project scope procuring project materials and subcontractors. If cost is a factor when making a decision, Mike will be involved to compare costs to maintain the project budget.</p>			

Mo Kim, P.E., DBIA, Executive Committee Member		RDA's President/COO	
Physical Work Address: 9385 Discovery Boulevard, Suite 200, Manassas, VA 20109 Email Address: mkim@rdacivil.com		Phone: (703) 368-7373 x292 Fax: (703) 257-5443	
Education		Years of Experience	
Bachelor of Science / Civil Engineering / University of Virginia, Charlottesville, VA / 1993		With RDA:	23 Years
		Design Experience:	24 Years
<p>Mo Kim, P.E., DBIA, RDA's President and Chief Operations Officer, has over 23 years of experience in the design and management of transportation projects including interstates, primaries, secondaries, traffic improvements, pedestrian improvements, utilities, parking facilities, and site developments. He brings an in-depth knowledge of state and local design criteria and project management strategies. Mo is also well versed with locally administered projects using a combination of local, state and federal funds. He has successfully directed many projects to assist Prince William County with delivering its Transportation Bond program over the past two decades, some of which include three segments of the Prince William Parkway Widening, Route 15 PPTA, Sudley Manor Drive PPTA, Linton Hall Road, three segments of Minnieville Road, Ridgefield Road, two segments of the Route 1 Widening, Route 28 Widening, Rollins Ford Road, Glenkirk Road, Burwell Road and Purcell Road.</p> <p>As a member of the Executive Committee, Mo 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>			

Mark Gunn, P.E., DBIA, Design Manager		RDA's Director of Engineering	
Physical Work Address: 9385 Discovery Boulevard, Suite 200, Manassas, VA 20109 Email Address: mgunn@rdacivil.com		Phone: (703) 368-7373 x288 Fax: (703) 257-5443	
Education		Years of Experience	
Bachelor of Science / Civil Engineering / University of Virginia, Charlottesville, VA / 1996		With RDA:	14 Years
		Design Experience:	20 Years
<p>Mark Gunn, P.E., RDA's Director of Engineering, has over 20 years of experience in transportation, traffic, and site infrastructure engineering design in Virginia. He is skilled in roadway design, including horizontal and vertical geometry, drainage design, pedestrian facilities, maintenance of traffic, site grading, E&S control plans, and utility design. He has a thorough understanding of all applicable County, VDOT, and AASHTO design principles and standards, having successfully managed the design of numerous roadways and pedestrian improvements in Virginia. Mark has successfully managed numerous projects for Prince William County in delivering its transportation program over the past 15 years including Prince William Parkway Widening, Route 1 Widening, Route 15 PPTA, Rollins Ford, Minnieville Road, Route 1/Route 234 Intersection, Route 28 Widening, Rollins Ford Road, 234 Park and Ride, and Purcell Road.</p> <p>As Design Manager, Mark 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 is 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. Mark 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, P.E., Design QA/QC Manager		RDA's Director of Transportation	
Physical Work Address: 927 Maple Grove Drive, Suite 105, Fredericksburg, VA 22407 Email Address: jgiometti@rdacivil.com		Phone: (540) 548-4470 x260 Fax: (540) 548-4471	
Education		Years of Experience	
Bachelor of Science / Civil Engineering / Virginia Polytechnic Institute and State University, Blacksburg, VA / 1988		With RDA:	5 Years
		Design Experience:	29 Years
<p>John Giometti, P.E. 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/design-build 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 Design Manager 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 backchecked for accuracy.</p>			

Tony Dean, Design Lead		RDA's Program Manager	
Physical Work Address: 927 Maple Grove Drive, Suite 105, Fredericksburg, VA 22407 Email Address: tdean@rdacivil.com		Phone: (540) 548-4470 x293 Fax: (540) 548-4471	
Education		Years of Experience	
N/A		With RDA:	23 Years
		Design Experience:	24 Years
<p>Tony Dean (RDA) has over 23 years of experience, mostly in Prince William County, with many types of detailed transportation projects including PPTA/Design-Build contracts, LAP projects, and task order contracts, many of which are on accelerated schedules. He also has experience with coordination between contractors and consultants, cost estimates, quality control analysis, dimensional renderings, conceptual layouts for county work, public hearing presentations, as well as many other technical issues such as 3D animation for private and public designs. Tony also has design experience with residential and commercial design which includes site plans, sanitary sewer layouts, storm sewer design, parking studies, illumination/lighting design, quantity takeoffs, landscape plans, signalization plans, earthwork analysis and exhibits for private and public court cases.</p> <p>As Design Lead, Tony will lead efforts related to roadway design, including horizontal and vertical geometry, pedestrian facilities, maintenance of traffic, site grading, E&S control plans, utility design and lighting services.</p>			

Tom Blaser, ROW Manager		RDA's Director of Transportation Services/ROW	
Physical Work Address: 9385 Discovery Boulevard, Suite 200, Manassas, VA 20109 Email Address: tblaser@rdacivil.com		Phone: (703) 368-7373 x368 Fax: (703) 257-5443	
Education		Years of Experience	
Master of Science / Urban and Environmental Planning / University of Virginia, Charlottesville, VA / 2002 Bachelor of Science / Urban Geography and Political Science / Frostburg State University, Frostburg, MD / 1979		With RDA: 2 Years Total Experience: 37 Years	
<p>Tom Blaser joined RDA with over 35 years of experience in transportation project delivery at the local government level in Virginia. Prior to his employment with RDA, he served as Prince William County's Director of Transportation and has extensive experience working with VDOT and local officials on urban and rural roadway projects. In his role at Prince William County, he directed a 50+ person department charged with the project delivery of a \$500M Capital Improvement Program, successfully completing over 100 local roadway projects. The majority of these roadway projects were administered as part of VDOT's LAP manual.</p> <p>As ROW Manager, Tom 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.



Greg M. Andricos, President
Wagman Heavy Civil, Inc.
gmandricos@wagman.com
(717) 825-8688 (cell)
(717) 767-8292 (office)



Darell L. Fischer P.E., DBIA
Director of Design-Build Services/Principal
Rinker Design Associates, P.C.
dfischer@rdacivil.com
(703) 967-1042 (cell)
(804) 612-0665 x223 (office)

(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.

Financial information for Wagman Heavy Civil, Inc. is located in [Section 3, Appendix A](#).

(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 Wagman/RDA Team that would be required to disqualify themselves for participation in this project.

(f) 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 Brentsville 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 75 employees in that office. 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.

(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.

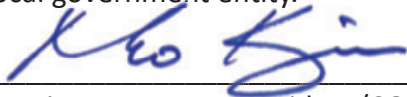
Wagman Heavy Civil, Inc. has not been debarred and is not currently debarred or suspended by any federal, state or local government entity.

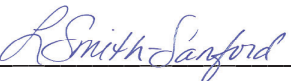
By: x 
Anthony W. Bednarik, DBIA, Vice President Major Pursuits/Design Build

Attest x 

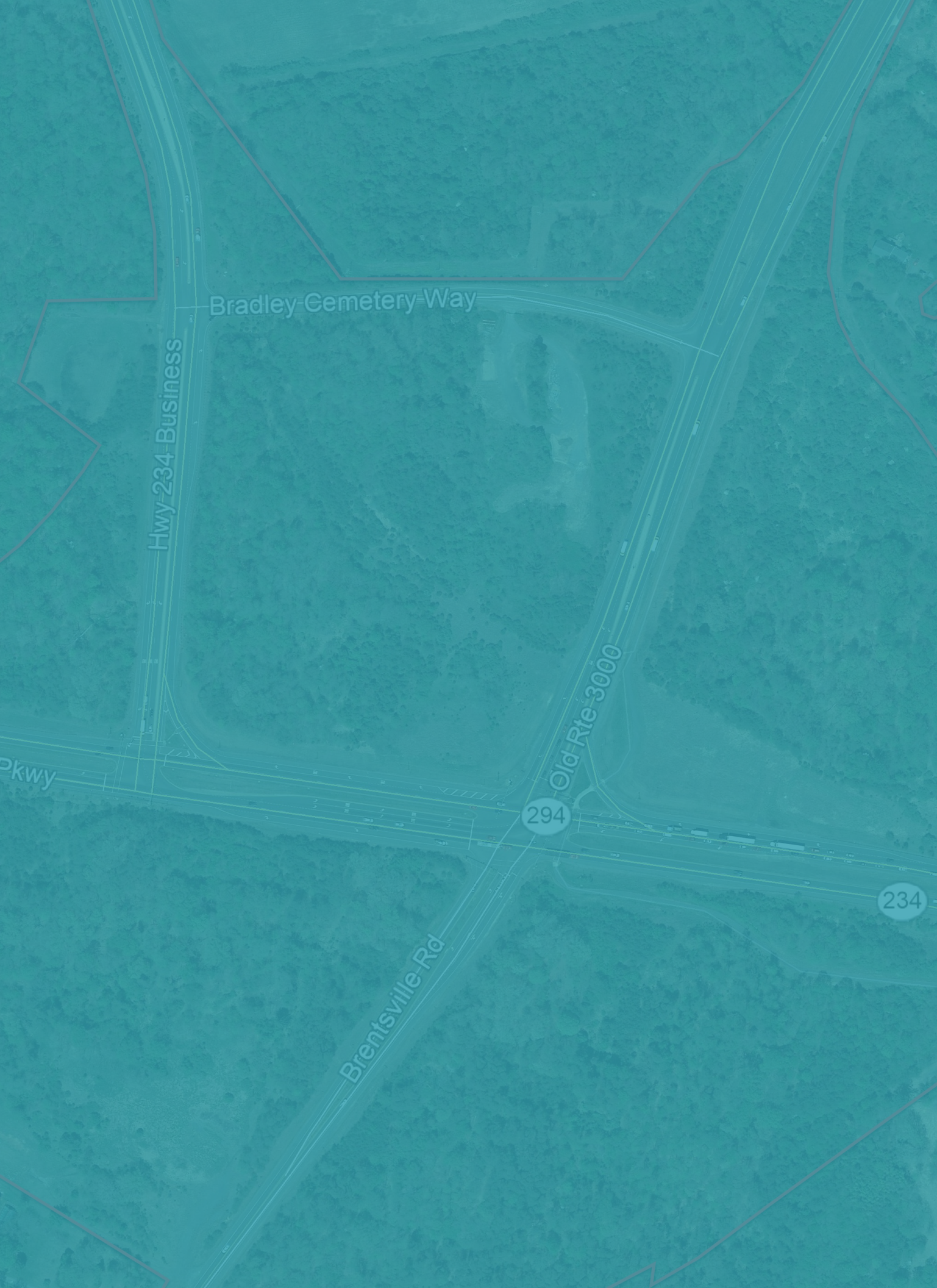
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Rinker Design Associates, P.C. has not been debarred and is not currently debarred or suspended by any federal, state or local government entity.

By: x 
Mo Kim, P.E., DBIA, President/COO

Attest x 

Print LaVerne Smith-Sanford



2 PROJECT CHARACTERISTICS

SECTION 2

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 intersection at Brentsville Road and Route 234. This plan was developed under the VDOT Strategically Targeted Affordable Roadway Solutions (STARS) 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. This project has been in the County’s Comprehensive Plan since 1984 and has recently been approved for funding through the Northern Virginia Transportation Authority’s (NVTA) TRANSACTION 2040 plan. 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

FY2018-2023 Six Year Program

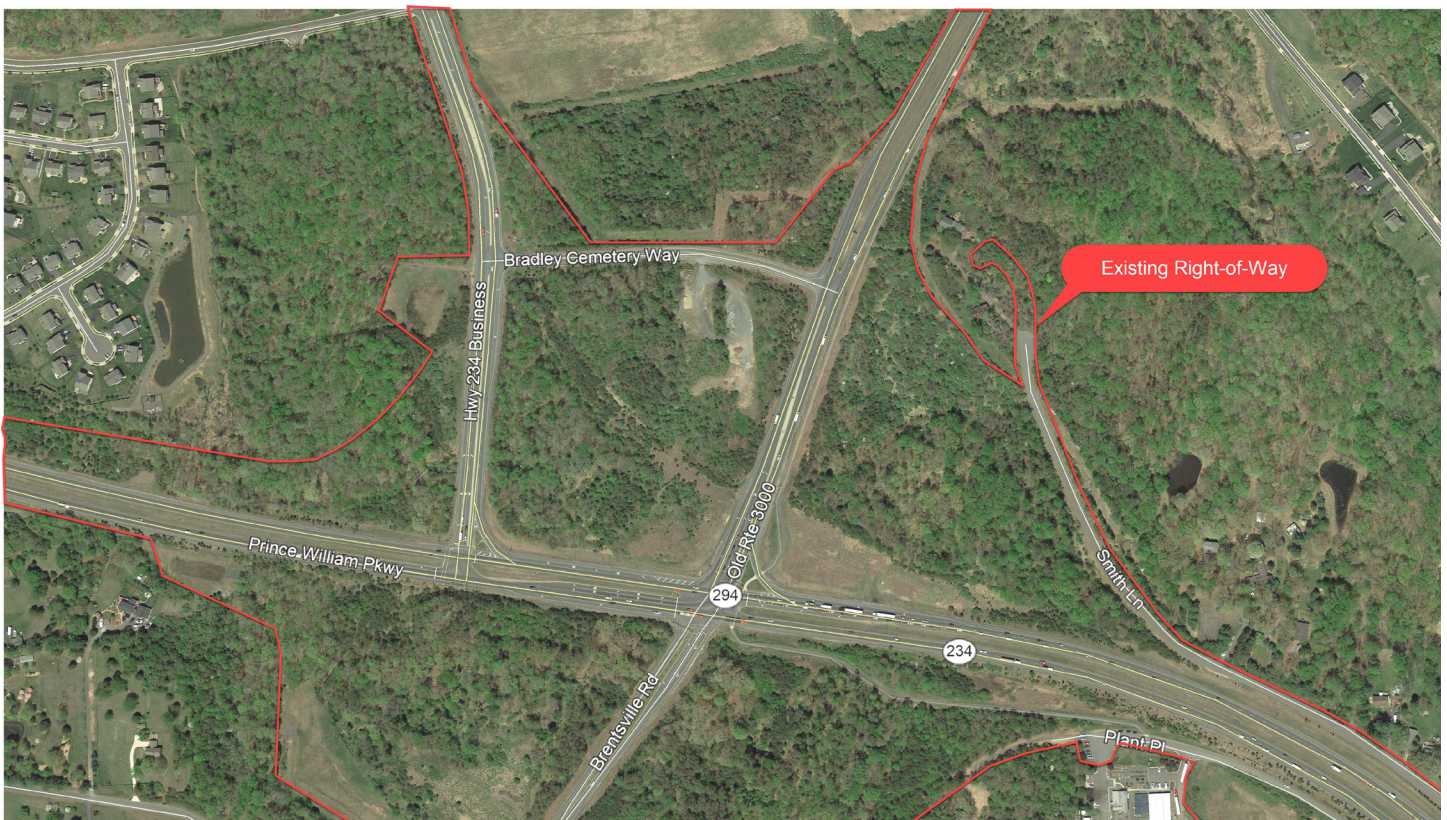
44 Projects; Adopted on June 14, 2018

Project Number	Agency	Project Title	NVTA Funding
2018-034-0	Prince William	Construct Interchange at Route 234 and Brentsville Road	\$54,900,000

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 right of way 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 right of way, utility, and environmental impacts

<p>Project Description</p>	<p>This project will design and construct the Route 234/Brenstville Road interchange consistent with the approved conceptual layout used as a basis for NVTAs approval of Prince William County’s Smart Scale Submission. The Design will meet all appropriate Prince William County and VDOT criteria. The partial interchange contemplated will eliminate several vehicle conflict points to improve capacity and safety. The plans will be designed to utilize, where possible, any roadway improvements that have been previously built by others.</p>
<p>Roadway Classification</p>	<p>Urban Minor Arterial (VDOT Std. GS-6), Design Speed 50mph</p>
<p>Environmental Impacts</p>	<p>Based on a preliminary review of the interchange conceptual plan, no major environmental issues are anticipated. 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 foot print include telephone, electric, cable, fiberoptic, gas, water, and sewer. No MAJOR utility relocations are anticipated to be required for project construction; however, this is pending further field investigation and design development.</p>
<p>Right of Way Impacts</p>	<p>Minimum right of way and easement acquisition is anticipated as most was acquired during construction of the existing intersection. However, minor temporary construction, drainage, and utility easements may be required after final engineering is complete. Design will use previously dedicated right of way wherever possible to minimize impacts to adjacent property owners.</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, right of way acquisition, and utility coordination/relocation, and environmental permitting:

- **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.
- **Right of Way Acquisition:** As stated previously, minimal right of way 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 right of way 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:** Again, no major utility impacts are anticipated. 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.
- **Environmental Permitting:** The Wagman/RDA Team will be responsible for obtaining all necessary environmental permits for the project. Prince William County will assist in coordinating with the permitting agencies and will provide payment for environmental impact mitigation costs associated with the project.

(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) below 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 wetland and waterway 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.
- Provide a Phase I environmental site assessment to identify any potential for hazardous wastes or other contamination along the proposed project route.
- Coordinate with the natural resource agencies, namely the Virginia Department of Conservation and Recreation–Natural Heritage Program (VDCR-NHP), the Virginia Department of Agriculture and Consumer Services (VDACS), and the Virginia Department of Game and Inland Fisheries (VDGIF). If a US Army Corps of Engineers (USACE) wetland/waterways permit is required, the USACE will coordinate directly with the US Fish and Wildlife Service as well.

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. The wetland permit controls the schedule; it requires a field delineation, approval of that delineation, submission of the joint permit application, and an agency review.

Additionally, [Table 2c\(2\)](#) contains a matrix detailing the permits anticipated for the project.

Table 2c(1). Permits, Approvals & Coordination Required for the Brentsville Interchange Project		
Agency	Requirement	Activity
Federal		
US Army Corps of Engineers (USACE)	Section 404, Clean Water Act Permit	Permits for stream and wetland crossings. Triggers compliance with other requirements such as Section 7, Endangered Species Act and Section 106, National Historic Preservation Act
US Fish and Wildlife Service	Section 7 ESA & Fish and Wildlife Coordination Act	USACE must coordinate permit applications with USFWS for their comments.
US Environmental Protection Agency (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	Hydrologic & hydraulic analyses, and floodplain studies, as needed
Commonwealth of Virginia		
Virginia Department of Environmental Quality (VDEQ)	9 VAC 25-680	Permit for stream and wetland crossings
Virginia Marine Resources Commission (VMRC)	Title 28.2, Chapter 13	Permit for “subaqueous lands” (larger stream crossings)
Virginia Department of Conservation and Recreation (VADCR)	9 VAC 25-180	Stormwater Discharge Permits
	Threatened and endangered species (database search)	Review triggered by both Section 404 CWA and 9 VAC 25-680
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
Virginia Department of Game and Inland Fisheries	Threatened and endangered species (fish and wildlife, unique habitats)	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 Brentsville Interchange Project		
Wetland/Waterway Permits (one application form)	USACE (Sect 10 & Sec 404)	✓
	VDEQ Water Protection Permit	✓
	VMRC Subaqueous	✓
Coordination with VDHR (Cultural Resources)		✓
Coordination with VDGIF		✓
Coordination with VDCR NHP		✓
Coordination with VDACS		✓
Virginia Construction Stormwater Management Permit (VSMP)		✓
Local Environmental Certifications		✓
Air Quality Analysis		✓
Phase 1 Environmental Assessment		✓

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 right of way 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

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 Surveys
- Cultural Resources (archaeological and historic) due diligence
- Environmental Site Assessments
- 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. For stream impacts, mitigation options include the purchase of stream compensation credits from a stream mitigation bank, or contributions to the Virginia Aquatic Resources Trust Fund (VARTF). Wetland impacts will be mitigated through the purchase of credits from an approved wetland bank, or contributions to the VARTF. 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 traffic management plans 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 traffic management plans 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-Brentsville Road 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, right of way 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-Brentsville Road 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) 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. VDOT will take ownership at the time of acceptance into its roadway system from Prince William County. The Project Team will maintain ownership of the project limits by permit throughout the construction process.

LEGAL LIABILITY

The Project 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 Project Team will look to the Virginia State Police 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.

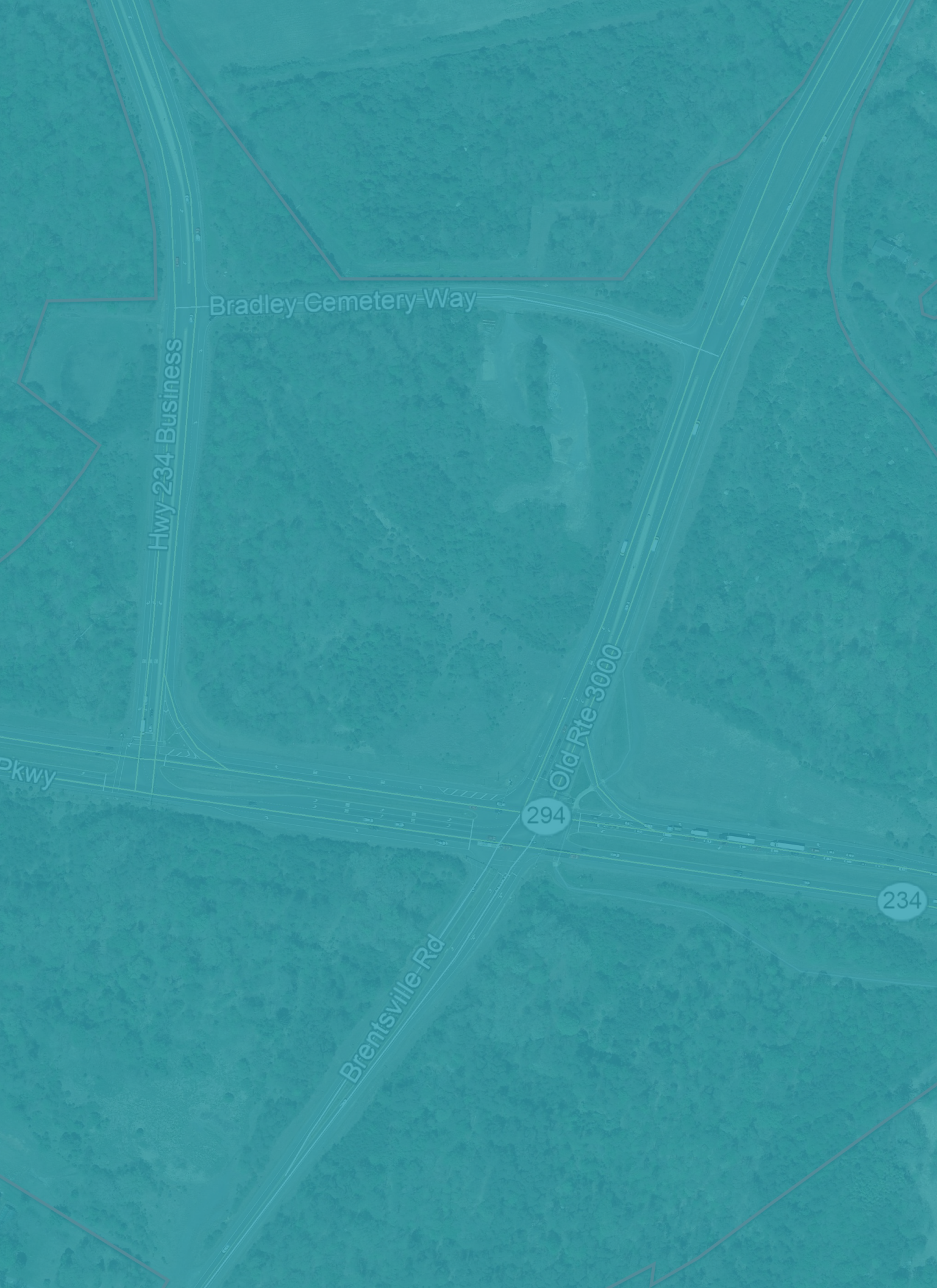
We do not anticipate phased openings for the project at this time.

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

The Wagman/RDA Team assumed that all design and construction will be in adherence to VDOT specifications and standards. Project permitting, right of way acquisition, and utility coordination will follow typical VDOT Design-Build requirements and specifications.

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

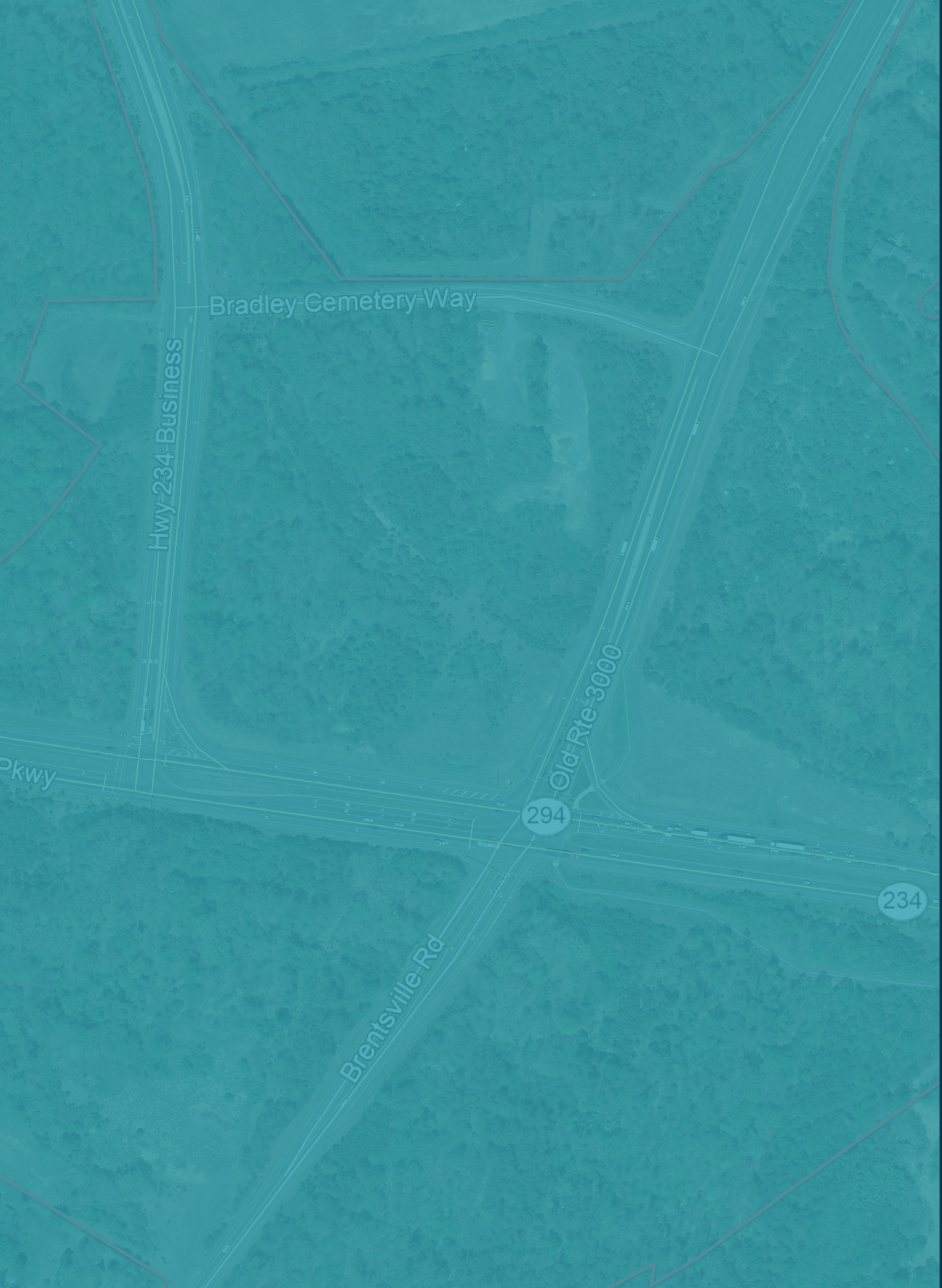
The Wagman/RDA Team has included typical contingencies in our project estimate and do not anticipate any unusual contingencies that must occur to make the project successful.



3 PROJECT FINANCING



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



4 PROJECT BENEFIT AND COMPATIBILITY



SECTION 4

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 since 1984 and has been fully funded by NVTVA. 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-Brentsville Road 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 shared-use paths.

BENEFITS TO PRINCE WILLIAM 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 2018 dollars
3. Acceleration of construction schedule, as opposed to proceeding through the traditional design-bid-build process which would have the project start construction in 2024 – 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 Capital Improvement Program and the NVT A 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 Project 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.

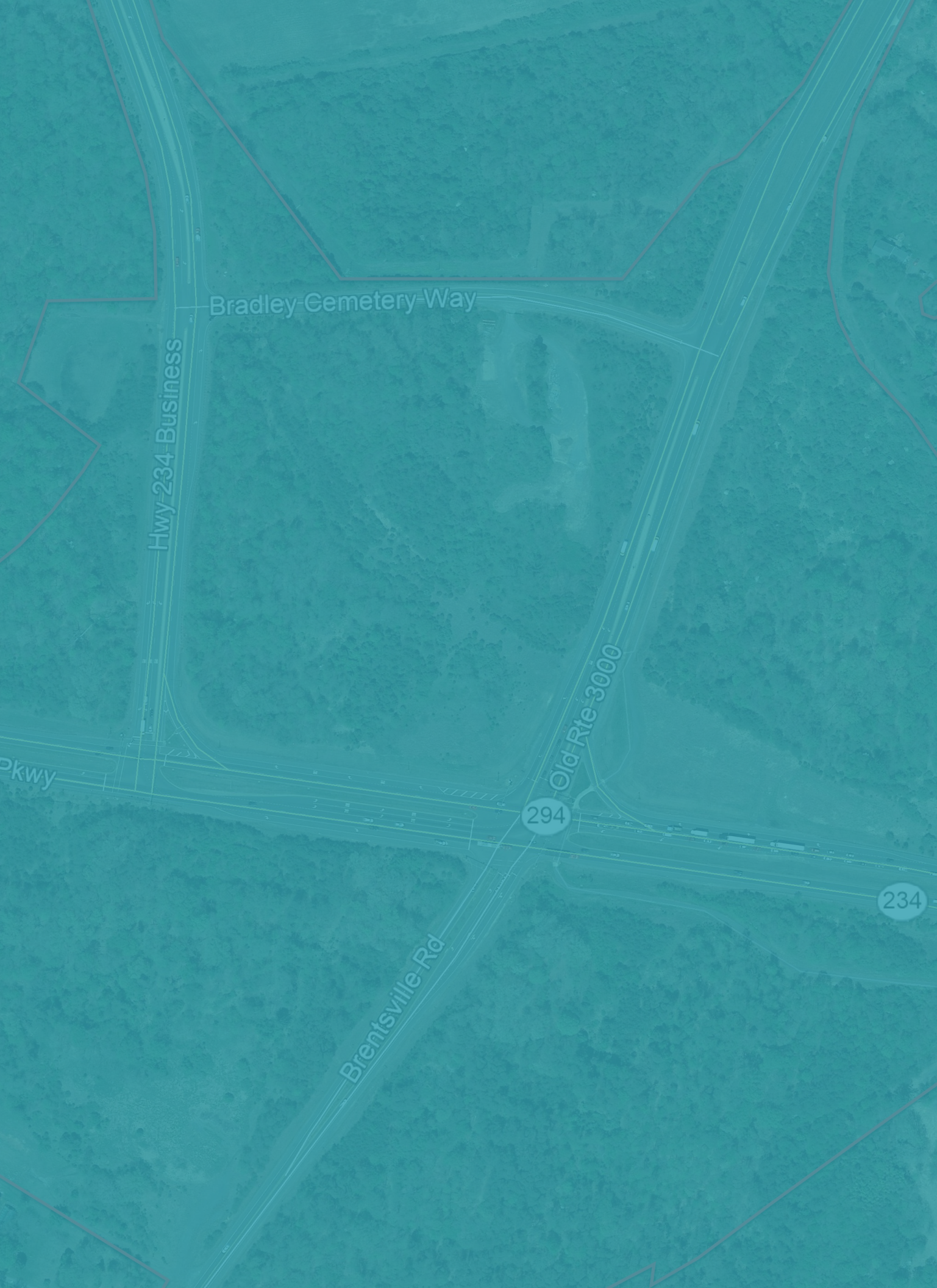
Our Team recognizes that as professionals in the industry, what may appear obvious to us may not necessarily be obvious to the public. The Wagman/RDA Team strives for better public understanding of proposed projects by preparing and providing additional information at these meetings. Renderings, visualization, 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-Brentsville Road Interchange Project has been a part of the County’s Comprehensive Plan since 1984. Furthermore, 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. Finally, the project was recently approved for funding through the Northern Virginia Transportation Authority’s (NVTA) TRANSACTION 2040 plan.



5 ADDITIONAL INFORMATION



No additional information is provided at this time.

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