
EXECUTIVE SUMMARY

OVERVIEW

Hunter Industries, Ltd. and Anderson Columbia Co., Inc. formed the Hunter Anderson Joint Venture (HAJV) and as the Proposer, desires to design and construct the Energy Sector Roadway Repair Project (Project). As part of the assembled design-build team, LNV, Inc., lead design firm, will provide maintenance and safety improvements, including repair to roadways and bridges within the state highway system. Degradation caused by oversized vehicles, overweight loads and above normal vehicle usage throughout the Eagle Ford Shale area of development and energy production necessitates this repair. The Project team offers recent and relevant design, construction and maintenance expertise with experience on Farm to Market (FM) and State Highway (SH) type roadways, specifically pavement widening, resurfacing, rehabilitation and Super 2 projects.

Hunter Industries, Ltd. (HI) has safely and efficiently built and improved roadways across a large portion of Texas for the past three (3) decades. Through its affiliation with Colorado Materials, Ltd., one of the largest privately held quarries in the United States, HI maintains labor, equipment and material resources throughout the Project area.

Anderson Columbia Co., Inc. (ACCI), founded in 1958, has become one of the largest construction firms in the southeast with national design-build experience having a material supplier and quarry operator in multiple states. Recognizing the increased demand in south Texas, ACCI entered the Texas market in 2009. With the strategic acquisitions of Summit Construction, Ltd. in Weslaco, Laredo and Paving, Inc. and Leyendecker Materials in Laredo, ACCI established an experienced workforce and necessary equipment as well as office locations for management personnel, forming the Texas Division.

The principals of HI and ACCI are committed to the success of the Project and will have on-site daily involvement. These two companies combined have extensive management staff available for all projects from simple resurfacing to the most complex interchange and structures projects.

LNV, Inc. (LNV), with offices in Corpus Christi, Laredo, McAllen and San Antonio, has proven Texas Department of Transportation (TxDOT) design experience within the four (4) TxDOT Districts encompassing the Project and employs professional engineers with numerous relevant TxDOT precertifications.

Other committed subcontractors and design team members are clearly identified in Exhibit 1, found in Section D, Tab 1. The assets on the ground today for the entire design-build team includes: management staff, hot mix asphalt plants, aggregate and flex base sources, equipment and structured crews. The assets, shown in Exhibit 2, Section D, Tab 1, enable an immediate start on twelve (12) to fourteen (14) of the Project locations in all Districts on day one of the contract period. Bringing all of the resources together allows the HAJV team to deliver as much of the base scope as possible in the shortest amount of time.

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The HAJV Project development plan is designed to demonstrate complete team integration, provide rapid management response and meet an aggressive schedule while sustaining safety and quality. The impact to the traveling public will be minimized to the maximum extent practical.

SUMMARY OF CHANGES SINCE SUBMISSION OF THE QUALITY STATEMENT (QS)

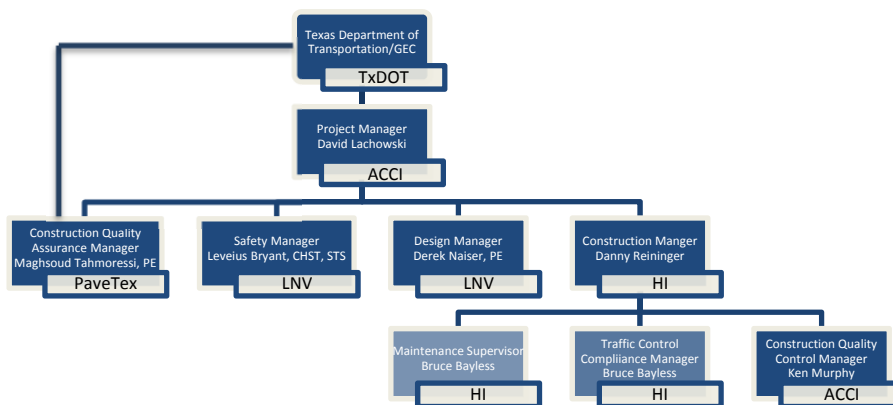
The qualifications presented in the QS remain the same as the submission of the technical proposal. In summary, HAJV’s organization, equity members, major participants and key personnel remain the same.

SUMMARY OF PROPOSED MANAGEMENT, DECISION-MAKING, AND DAY-TO-DAY OPERATION STRUCTURE

HAJV’s organizational structure identifies each key individual and his/her position with the organization. The organizational chart below shows the lines of direct reporting, each individual’s functional area of responsibility and interrelationships between key functional groups of the organization. Particular attention has been given to the development of an integrated organizational structure and an interactive management plan to facilitate teamwork and communication that will provide quality services, meeting or exceeding TxDOT requirements at a fair and reasonable price.

...quality services meeting or exceeding TxDOT technical requirements at a fair and reasonable price.

In this manner, HAJV team members have the incentive for continued and new efficiencies. First and foremost, all HAJV team members are financially committed to the success of the Project. TxDOT receives the combined strength of the equity members, major participants and all subcontractors regardless of their individual bonding participation. Secondly, the design team is fully represented and involved in all aspects of the organization and activities of the Project. Lastly, both the design and construction personnel are mutually motivated to mitigate and/or solve issues in the best overall interest of the Project and at the lowest level possible.



Each major participant is fully committed to provide the relevant key personnel.

SUMMARY OF THE PROJECT DEVELOPMENT PLAN

Technical Solutions

The HAJV team has reviewed the plans and visited all thirty-one (31) locations and determined the scope of work will include mostly pavement widening, resurfacing, rehabilitation and Super 2 projects. Associated work includes earthwork or subgrade widening, driveways, Traffic Control Plans (TCP), signing, pavement markings, storm water pollution prevention plans and environmental permits, issues and commitments. A thorough list of plan review comments was submitted to TxDOT and the HAJV team will prepare and submit for approval, signed and sealed sheets prepared in accordance with the technical provisions and applicable TxDOT design manuals.

Construction staging will be accomplished by acquiring lease agreements with private landowners within close proximity to each location. HAJV will use areas within the right of way that meet clear zone requirements and are adequate for construction staging activities only when approved by TxDOT. There are numerous intersections and driveways throughout the locations that experience heavy traffic conditions due to the energy sector activities. These locations will require extensive coordination between the HAJV team and energy sector stakeholders in order to coordinate construction activities and provide uninterrupted access and egress.

While TxDOT has started utility coordination, a critical component of the Project is to aggressively pursue and complete the utility coordination to eliminate schedule delays during construction at the individual locations. Upon contract execution, HAJV will assume the responsibility to complete all utility coordination.

The HAJV team will assume maintenance responsibilities from the time Project limit barricades are installed until substantial completion for each location. The maintenance management plan will be under the direction of the maintenance supervisor, who will report directly to the Project construction manager, and maintain open lines of communication with the superintendents assigned to individual locations and other subcontractors. The maintenance supervisor will be responsible for all inspections: documentation, inspection and oversight to ensure deficiencies are identified and corrected in a timely manner as specified in Section 19 of the Technical Provisions.

Four (4) ATCs were submitted with only ATC No. HAJV004 receiving a conditional approval from TxDOT; however, it is not included in the proposal as it was prepared with the assumption traffic would be allowed on the cement treated base during the cure time.

Project Management Plan

The purpose of the Project management plan is to outline how quality will be achieved, controlled, assured, demonstrated and managed through the design, construction and maintenance of the Project. The document in its entirety describes the roles, duties and activities that define HAJV. During the execution of the Project, the design team seeks to maintain a spirit of partnership with all stakeholders.

The HAJV Project management plan utilizes the 4Cs (communication, cooperation, coordination and collaboration) along with effective management to successfully achieve the goals of the Project. Project Manager, David Lachowsky has over thirty (30) years of experience delivering complex and time sensitive projects. He will be responsible for the execution and delivery of the Project under the Design-Build Contract (DBC) and will be the single point of contact.

A construction and administrative office specifically for the Project will be set up in a central location to all thirty-one (31) locations in the vicinity of the Karnes City/Kenedy area. The central location is in addition to the four (4) required field offices and will enable more effective communication and coordination.

A vital part of the Project management is the communication plan, which describes the methods information will be communicated both internally to the HAJV team and externally to TxDOT and the traveling public. The communication plan supports the aim of the Project and works to gain and maintain public support. It will also provide information to Project stakeholders and public audiences using a wide range of communication channels and ensure direct interaction with key stakeholders.

Careful evaluation of the design, permitting and construction activities has been accomplished and a comprehensive Project schedule has been prepared and is included in Section F, Tab 3. Beginning with the preliminary schedule, the HAJV team will work towards a final detailed Project schedule. The schedule will be the baseline by which progress is measured throughout the Project. All subcontractors will be required to be involved in ongoing schedule meetings, so the critical path activities remain on track to the maximum extent practical.

Health and safety is an integral part of the Project management plan. A job performed safely moves quicker and realizes more advantages to all stakeholders. No job is so important and no order is so urgent that safety will take a secondary role. By using the principles of hazard recognition and elimination, adhering to the guidelines of a strong safety management program and following industry best practices, the standard for safety will be high for all construction crews and the traveling public. As a measurement of commitment to safety, the Project will have a dedicated full-time safety manager who will report directly to the Project manager. The safety manager will be responsible for ensuring the health and safety plan is followed at all Project locations during construction and maintenance periods.

Safety is a top priority for both construction crews and traveling public along with minimizing negative impacts.

HAJV has assembled a team of highly qualified design and construction firms. Each member firm has vast experience working in the four (4) TxDOT Districts within the Project limits. The HAJV team is best positioned to manage the logistics for the Project. The equity members, as well as, the committed construction resources are located within close proximity to the Project locations. Additionally, the entire team has successfully performed the same roles in past and present projects in similar size and complexity, as assigned in this pursuit.

Quality Management Plan

The HAJV management team will conduct the quality management plan in full compliance with TxDOT's Design-Build Quality Assurance Plan Implementation Guide, dated November 1, 2011. Under this plan, HAJV will be responsible for conducting all tests required by guide schedule to determine acceptability of the materials and methods used in the construction of the Project. HAJV will ensure all quality assurance activities are in compliance with Title 23, Code of Federal Regulations (CFR) Part 637. TxDOT approved technicians will execute testing activities in a TxDOT approved and accredited laboratory. The proposed HAJV quality assurance firm, PaveTex, Inc., is accredited by AASHTO through the AMRL accreditation program as well as the TxDOT Construction Division.

SATISFYING THE DBE REQUIREMENTS

The HAJV team will actively solicit Disadvantaged Business Enterprise (DBE) subcontractor participation. Both equity members and the committed subcontractors have extensive experience with TxDOT and have developed long-term relationships with DBE contractors in all four (4) Districts. The scope of work made available to DBE contractors include: trucking; structures and drainage; guardrail, crash cushions and impact attenuator; permanent seeding; and erosion control.

Careful and detailed investigation of all DBE contractors will be conducted to verify they are able to meet the schedule requirements and quality standards established by the HAJV Project manager. Already included in the design-build team are three (3) DBE firms delivering professional services: LNV, Inc (lead design firm); PaveTex Engineering and Testing, Inc. (construction quality assurance); and Rock Engineering and Testing Laboratory, Inc. (geotechnical services and pavement design).

HAJV will facilitate participation by DBE contractors consistent with DBC documents and applicable laws.

The HAJV team fully understands satisfying these requirements is only the first part of the equation. In addition to providing opportunities to the DBE contractors, HAJV will facilitate participation by providing the assistance, feedback and quality control oversight to enable development of the skills necessary to bid and perform on future TxDOT projects.

SUMMARY

Project success is predicated on HAJV's ability to work with TxDOT toward achieving the stated goals. HAJV's relationship with TxDOT will be built on consistent, proactive and clear communication on Project issues and solutions. HAJV has strategically structured the design-build team with an emphasis on experience in the four (4) Districts. The HAJV team is positioned better than any other organization to manage the committed subcontractors and material assets on the ground today.

4Cs – cooperation, coordination, communication and collaboration with TxDOT to ensure successful completion of the Project.