

Section A – Executive Summary





Executive Summary

Organization and Contents of Technical Proposal

LSC is a fully integrated joint venture comprising equity members Fluor Enterprises, Inc. (Fluor) and Austin Bridge & Road, LP (Austin).

The members of LSC form one of the most experienced design-build teams in the state and have delivered 12 design-build projects in Texas between them. LSC is ready to successfully deliver the I-35 NEX South project on schedule, on budget, and with the highest degree of quality.

LSC is joined by Lead Engineering Firm, AECOM Technical Services, Inc. (AECOM), and Lead Independent Quality Firm, Atlas Technical Consultants, LLC (Atlas), to provide the experience and capabilities necessary.

LSC's team also includes:

- ACI Group, LLC: Environmental
- Cobb, Fendley and Associates, Inc.: Utilities
- Aguirre & Fields, LLC: Bridge Design Support
- Rios Engineering, LLC: Civil Design Support
- SE3, LLC: Roadway Design Support
- The Transtec Group, Inc.: Pavement Design

- HVJ South Central Texas: Lead Geotech
- Maestas and Associates, LLC: Drainage Design Support

LSC's proposal contains the information required in the Instructions to Proposers, Exhibit B. The contents have been organized and structured according to the Exhibit E guidelines.

Changes to the Qualification Statement

LSC has not made any changes to our organization since the submission of our Qualification Statement.

Changes in Organization, Equity Members, Major Participants, and Key Personnel

We have submitted and received approval for a Key Personnel change of Project Manager, Pike Riegert. Form G, Key Personnel Resume and References and TxDOT's approval letter are included as an attachment to Form B-2, Information about Proposer's Organization.

Management and Operation

Proposed Management: LSC's management structure provides leadership, management, and experience to the Project, while the independent firms sharpen LSC's effectiveness with refined processes and organizational structure. With this team, LSC will bring a culture of full transparency and communication to I-35 NEX South.





Decision Making: LSC’s management structure aligns design, construction, and maintenance activities throughout the life of the I-35 NEX South project, including the capital maintenance phase(s) following construction. By fully integrating the construction and capital maintenance teams with the design team at the beginning, LSC will deliver a comprehensive life-cycle approach to TxDOT.

Day-to-Day Operational Structure: LSC’s daily operations will be implemented through a flat organizational structure that communicates and resolves issues at the lowest possible level, supported by project managers and executive oversight. LSC’s experience will support our efficient, targeted work on the jobsite, which will reduce traffic impacts to traveling motorists.

LSC’s management leadership will have OSHA 10 or higher training. This team will use an onsite training facility, video monitoring, certification verification, offsite construction methods, and emergency response measures to support our standard safety protocols.

Commitments of Major Participants: Each Major Participant commits to providing the Key Personnel approved by TxDOT for the I-35 NEX South project, as indicated on Form A, Proposal Letter.

Technical Solutions

Project Management: With more than 40 Value-Added-Responses (VARs), LSC is providing extensive additional benefit to this project. These VARs exceed the requirements listed in Section 4.2.1 through 4.2.12 of the DBA General Conditions and Exhibit B, Section 4.1 of the ITP.

Combined, these VARs improve the Project through organizational structure enhancements; clear processes and procedures; open collaboration and communication with stakeholders, TxDOT, and the public; mitigated risk; lessons learned from similar projects; and consistent, clear coordination with the other projects in this corridor. TxDOT will see direct benefits in enhanced safety, fewer impacts to the traveling public, schedule adherence, third-party coordination, and life-cycle planning for future maintenance.

Quality Management: LSC proposes more than 30 quality management VARs, focused on:

- Testing
- Coordination
- Continuous Improvement
- Staffing
- Training
- Schedule Compliance
- Shared Data
- Conformance
- Collaboration

These VARs will help maintain quality assurance, establish a common document control system, implement processes and procedures, and bring best practices from past projects to the I-35 NEX South Project. Through these VARs, TxDOT will see better project alignment with concurrent, local projects; improved safety; fewer impacts to the public and MOT; schedule adherence; coordination with utilities, railroads, and other third parties; and planning for future maintenance.

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Design-Build Projects**





The Quality Management VARs detail LSC’s approach to validating materials and work, continual improvement, and personnel on the project. LSC’s goal of achieving a high level of quality with verifiable information is critical to avoiding rework and keeping the design-build project on schedule and within budget. With team member Atlas, LSC will provide a transparent quality program that follows a core system of consistent procedures, which will allow us – with TxDOT – to confirm the quality of each component and activity and initiate corrective action, if necessary, providing a quality project.

Design, Construction, and Maintenance

Plan: LSC has made TxDOT’s goals a priority on multiple, successful projects with TxDOT. LSC has identified six key points of value for TxDOT. An associated icon, as shown to the right, will be present in the Design, Construction, and Maintenance section.

Approach to Satisfying DBE Requirements

LSC is committed to securing and integrating meaningful DBE participation into our project team. LSC’s team members have established relationships with DBEs throughout Texas. LSC supports TxDOT’s DBE Program goals to facilitate participation, create a level playing field for DBE competition, and assist in DBE development.

LSC will host outreach events during preconstruction and project execution, and structure right-sized packages appropriate for DBEs. We will provide an experienced DBE Coordinator specialized in coordination of community programs on large-scale projects and form a DBE task force with Project and TxDOT representatives. Compliance monitoring and reporting will be performed throughout the Project to measure DBE Program success, supporting TxDOT’s reporting requirements.



Safety: LSC is committed to improving awareness, training, and communication to keep safety as a top priority. Our safety culture focuses on adherence to life critical elements with mentoring and positive performance, incentive-based programs.



Coordination with Adjacent Projects: This project has been developed independently from, and in consideration of, adjacent projects. LSC will facilitate coordination between adjacent projects on the I-35 corridor, including I-35 NEX South Phase 2 (*NEX Phase 2*), I-35 NEX South Phase 3 (I-410) (*NEX Phase 3*), and I-35 NEX Central (*NEX Central*).



MOT/Impacts to the Public: LSC’s MOT plan limits traffic shifts and maximizes work zones to minimize impacts to the traveling public. LSC will work with stakeholders throughout the project to reduce additional impacts.



Schedule: LSC has developed a CPM schedule that is practical and achievable and considers design and review timelines for utility and railroad scopes of work.



Third-Party Coordination: LSC will maintain ongoing communication with major utilities and third-party stakeholders, including H-E-B Distribution Center, UPRR, and Rackspace Event Center.



Maintenance: LSC will proactively maintain the corridor during construction and will consider capital maintenance beginning at design to reduce long-term maintenance costs and minimize impacts during the Project’s life cycle.