

# **A. EXECUTIVE SUMMARY**

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## **SOUTH POINT** CONSTRUCTORS

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South-Point Constructors, a Joint Venture (SPC) is respectfully submitting this proposal to TxDOT with our commitment to deliver the Southeast Connector project safely, with high quality and schedule certainty. Our proposal presents the results of over two years of extensive analysis and investigations to develop technical solutions and innovations that meet TxDOT's objectives.

User safety during construction begins with our construction-driven design solutions that provide the following improvements:

- Enhanced drivers' experience during construction with safety-first constructability solutions from our our traffic management and traffic control concepts
- Quality designed into the project's elements by incorporating TxDOT standards for consistency
- Schedule certainty through comprehensive integration of phasing, sequencing, scheduling, resource allocation and costing

### **(b) (c) CHANGES TO QS**

SPC replaced Mike Whittick with Luke Papp for the Lead MOT Implementation Manager position, approved by TxDOT on March 23, 2021. SPC has no other changes to the organization, equity members, other major participants or key personnel submitted in our QS, and we are committed to maintaining management and personnel continuity throughout the Project.

### **(d) STRUCTURE**

SPC is a fully integrated Joint Venture (JV) between Equity Members Kiewit Infrastructure South Co. (KISC) (80%) and Austin Bridge & Road, LP (ABR) (20%). Our Lead Engineering firm is AECOM Technical Services, Inc.. Major Participant Kiewit Engineering Group Inc. will be the DB Integrator, and Bridgefarmer & Associates, Inc. will provide design services. The SPC team also includes IQF and PSQAF Lamb-Star Engineering, LLC, and Lead Maintenance Firm KISC.



# THE SOUTHEAST CONNECTOR PROJECT

SPC management structure promotes decision authority at all levels of the organization through well established, clear, and defined lines of responsibility, communication, and reporting, resulting in efficient day-to-day operations and decision making. Project Manager Jay Knez will lead SPC's management team, responsible for the day-to-day operations of SPC and is the main point of contact for TxDOT. Jay will also be responsible for communicating established goals to the management team. An Executive Committee will provide project oversight to ensure contractual obligations are met and project commitments are fulfilled.

Design-Build Integration Manager Eric Halvorson, PE will manage communication and coordination between design and construction teams, including Design Manager Brian Dodson, PE, Construction Manager Tom Grim, TxDOT, and others. Quality and safety management will be independent and include a reporting line to the Executive Committee.

Each Major Participant commits to provide all specified people and necessary resources to deliver the Southeast Connector project safely, efficiently and with industry leading quality and innovation standards.

SPC Aggregate Available Bidding Capacity in excess of \$3.6B from two of TxDOT's most respected design-build firms, local to North Central Texas. SPC's financial strength and stability, along with the depth of our teams resources, exceeds the financial requirements for the Project.



*Although no ITP instructions are provided regarding the Capital Maintenance Contract (CMC), SPC's responsibilities for the Project's Capital Maintenance Agreement (CMA) and the future options for performance responsibility is taken into consideration for every element of our project design. Our commitment to TxDOT to continue with Capital Maintenance of the completed Project is evidenced through our high quality past performance for the DFW Connector Project CMA. We will apply best practices and lessons learned by KISC as the Lead Maintenance Contractor for NorthGate Constructors JV, which is midway through the second term of that CMC.*

## SPC's Technical Approach to Delivering the Critical SEC Project



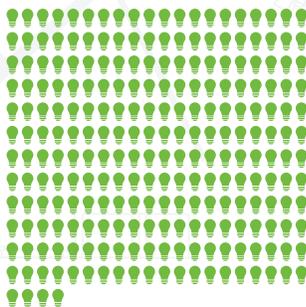
# 155

team members (FTEs) worked 280,000 hours through integrated task forces to **develop innovative technical solutions**, a detailed schedule and phasing, producing a high quality end product

# 244

### TECHNICAL SOLUTIONS

to improve safety, user impact, and schedule duration



# 28

**APPROVED ATCs**

Reduced completion timeframe by

# 90

**DAYS**

# 2

**INDEPENDENT UTILITY TEAMS**

met twice with **32** utility owners

**>50** utility adjustments **AVOIDED** through innovative technical solutions

# 3

**INDEPENDENT MOT CONCEPTS**

Maximized safe work zones and minimized traffic switches and lane closures

# 2

**INDEPENDENT drainage design teams**



**(e) TECHNICAL SOLUTIONS**

**Project Management**

We have leveraged our team’s management experience, including 140 years of combined TxDOT experience, in developing 29 Project Management Value-Added Responses (VAR). Our Project Management Plan and associated VARs are specifically adapted to address the unique challenges of the Southeast Connector. Our VARs provide TxDOT with enhanced processes that benefit overall project administration and management, and bring transparent and proactive communications. SPCs executive management teams commitment to collaborate quarterly to maintain progression of the work with TxDOT in the Projects best interest.

**Quality Management**

The 11 Quality Management VARs are part of a quality program that delivers proactive and preventive service. Achieving a high level of quality that is readily verifiable is critical to avoiding rework and keeping this complex design-build project on schedule and within budget. Through our Quality Management Plan and VARs, SPC will exceed TxDOT expectations, add value to the quality requirements, eliminate rework, building work right the first time, and provide continuous quality improvement. This has been the foundation of SPCs approach to project execution with TxDOT. In addition, Senior Materials Validation Engineer Greg Cleveland (VAR 8) will provide supplemental statistical analysis and best management practices to proactively addresses potential non-validations, delivering independence and transparency for evaluated results.

**Design and Construction Plan**

The benefits of our design and construction plan are continued mobility with minimized residential, commuter, and business impacts, increased assurance for schedule completion, higher quality construction, and fostering positive public support for the Project. Our safety first approach and construction driven design solutions minimize impact to the traveling public and sequence construction to maintain driver expectation for lane continuity and correcting weaving movements. This allows us to accelerate construction by opening larger areas of work, maximizing efficiency in optimized work zones, and reducing construction duration in each phase/segment.

**(f) COMMITMENT TO DBE**

SPC’s proactive approach to satisfying DBE requirements drives beyond compliance, and is based on a culture of equality in inclusion. We recognize the importance of having support firms that are diverse and representative of the surrounding community. Leveraging our long standing relationships and understanding of the local contracting community, along with experience of a dedicated diversity team with nearly 100 years of combined diversity and inclusion experience, we support the success of our DBE partners through proven best practices such as targeted outreach, technical assistance, strategic packaging, and mentorship.

We are committed to meeting TxDOT’s DBE participation goal of 23% of professional services and 14.5% of construction work for this project. We will achieve this through:

- Contracting approach based on leveraging existing partnerships while cultivating new relationships
- Focusing on North Central Texas region engagement and investment to ensure project team is representative of the local community
- Generating opportunities for meaningful and equitable participation by a broad range of firms
- Continuing extensive outreach activities throughout the Project that started during the QS and proposal phase

