

## A. Executive Summary



**TARRANT  
MOBILITY  
PARTNERS**



## EXECUTIVE SUMMARY

The Texas Department of Transportation (TxDOT) has proven to be a transparent and communicative partner during the procurement phase of the Southeast Connector Project (SEC or Project). Tarrant Mobility Partners (TMP) appreciates these efforts and looks forward to designing and constructing this Project with TxDOT to improve mobility and safety for travelers in Fort Worth by completing 16.6 miles of improvements on I-20, I-820, and US 287. TMP will successfully deliver SEC on schedule, on budget, and to the highest degree of quality.

The content of this Technical Proposal is organized and structured according to the Exhibit B instructions and the Exhibit E guidelines.

### (A) PROPOSER'S ORGANIZATION AND TECHNICAL PROPOSAL

#### TMP'S TEAM ORGANIZATION

TMP is a joint venture between Fluor Heavy Civil, LLC (Fluor) and Balfour Beatty Infrastructure, Inc. (Balfour Beatty), along with Fluor's Guarantor Fluor Enterprises, Inc. Our team has continuously worked together for the past 20 years on design-build (DB) projects in Texas. We are currently executing the I-635 LBJ East and Southern Gateway projects in Dallas and the Oak Hill project in Austin, as well as performing capital maintenance of the Horseshoe project in Dallas. Our portfolio totals more than

\$6 billion in capital improvements on seven major DB highway projects in Texas, including capital maintenance.


Project Manager Michael Lipinski and Construction Manager Kurt Knebel both have over 30 years of experience building highways like SEC. To further strengthen our team, TMP's team includes Lead Engineering Firm, WSP USA Inc. (WSP); Lead Independent Quality Firm (IQF), Professional Service Industries, Inc. (PSI); and Professional Services Quality Assurance Firm, Michael Baker International, Inc.

TMP will contract with The Whiddon Group, LLC, to manage utility coordination; Teague Nall and Perkins, Inc., to assist with right-of-way acquisition services required to be performed by the DB Contractor; The Transtec Group, Inc., to assist with pavement design; K Strategies, LLC, to



TMP will provide safe, reliable improvements to the SEC corridor.





Our portfolio of work totals more than \$6 billion in capital improvements on seven major DB highway projects in Texas, including capital maintenance.

run disadvantaged business enterprise (DBE) and public outreach programs; and Hicks & Company Environmental/Archaeological Consultants to provide the environmental compliance oversight services for the Construction Environmental Protection Plan.

The design team includes CONSOR Engineers, LLC; Aguirre & Fields, LP; Lina T. Ramey & Associates, Inc.; IEA Inc.; Teague Nall and Perkins, Inc.; Alliance Geotechnical Group, Inc.; Simon Engineering & Consulting, Inc.; and Texplor of Dallas, Inc.

In addition to serving as Lead Contractor, TMP will serve as the Lead Maintenance Firm, ensuring continuity from design and construction through the end of the capital maintenance period.

**TxDOT can depend on TMP to be honest, transparent, and work with integrity to produce a safe and quality project.**

### (B), (C) CHANGES TO PROPOSER'S QUALIFICATIONS

TMP submitted and TxDOT approved Changes in Key Personnel for Project Manager, Michael Lipinski, and Construction Manager, Kurt Knebel. The approval letter from TxDOT is included in Section B – Letters Approving Key Personnel.

### (D) OPERATIONAL STRUCTURE

#### Management Framework

Fluor and Balfour Beatty have developed and refined processes, procedures, and organizational structures during our successful performance on several DB projects with TxDOT. These management methods provide a proven framework to produce “no surprises” for TxDOT during SEC’s development and execution.

#### Decision Making and Daily Operations

TMP’s management structure aligns design, construction, and maintenance activities throughout the life of SEC, including the capital maintenance phase(s) following construction. By fully integrating the construction and capital maintenance teams with the design team at the beginning, TMP will deliver a comprehensive life-cycle approach to TxDOT.

TMP’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. TMP’s organization structure will provide TxDOT the leadership, project execution experience, and personnel to successfully deliver the Project on time and within TxDOT’s established capital budget.

#### Key Personnel Commitment

Each Major Participant commits to providing the Key Personnel approved by TxDOT to SEC.



### (E) TECHNICAL SOLUTIONS

#### Project Management

Our Project Management Value-Added Responses (VARs) focus on project administration; public information and communications; safety and health, comprehensive environmental protection, risk management, utility management, traffic management plans; and DBE requirements. We developed these VARs based on years of continuous and refined project execution experience in Texas. The VARs are specifically adapted to address the unique challenges of the Project and to provide added benefit and value to TxDOT, local communities, and the public.

#### Quality Management

Our Quality Management VARs detail TMP's approach to validating materials and the final work product, ensuring continual improvement, and providing qualified personnel on the Project. TMP's goal of achieving a high level of quality with verifiable information is critical to avoiding rework and keeping the Project on schedule and within budget. With team members PSI and Michael Baker, TMP

will provide a transparent quality program that follows a core system of consistent procedures, which allows us and TxDOT to confirm the quality of each component and activity and initiate corrective action, if needed, to provide a quality project.

#### Design and Construction Plan

Our Design and Construction Plan explains TMP's approach to designing and executing the Project while providing the mobility and safety that the public, TxDOT, and TMP demands. Demonstrating our local knowledge of the job, we have logically split the Project into three segments to provide overall flexibility and mitigations for potential schedule risks associated with utilities, drainage, and ROW acquisition. Our execution plan delivers enhanced corridor mobility as early as possible by providing additional capacity and efficiencies in impactful areas, such as east-west improvements along I-20, earlier in the construction cycle. This approach delivers results to areas with the heaviest traffic volumes sooner, improving the mobility of the traveling public and meeting TxDOT's project goals.



### (F) APPROACH TO DBE REQUIREMENTS

Together, Fluor and Balfour Beatty joint ventures bring a track record of right-sizing bid packages to maximize opportunities and engage DBEs through outreach events. TMP understands the importance of these goals for TxDOT and the Fort Worth region, and we are committed to achieving TxDOT's and the Project's DBE goals. TMP has established DBE vendor lists across all scopes of work and has engaged a supply chain team dedicated to the success of DBE organizations and the Project.