



A

# Executive Summary



## EXECUTIVE SUMMARY

North Tarrant Infrastructure Southeast (NTISE) has assembled a world class team of engineering, construction, quality and maintenance professionals to achieve TxDOT's expectations and deliver the Southeast Connector.

NTISE brings extensive self-performance capabilities, a Fort Worth presence and experience gained from comparable design-build contracts in DFW, including the \$2.1B I-635 LBJ Express, \$1.5B North Tarrant Express Segments 1&2 (NTE) and \$1.1B I-35W Segment 3A – all completed early. Parsons Transportation Group will lead our design team. DBE firm Rodriguez Engineering Laboratories (REL) and KCI have joined to serve as Independent Quality Firm. IQF (REL and KCI) will be supported by Kleinfelder for independent quality testing to ensure appropriate and adequate capacity. Additional NTISE team member firms include ACI Consulting (environmental); Cintra (maintenance); Ferrovial Construction (design support); Huitt-Zollars (professional services quality assurance) Othon (design support); and PSI (geotechnical).

A truly integrated team, we emphasize consistent communication and collaboration among all team members. We use a fast-tracked design approach, which considers construction-driven schedules while prioritizing long-term maintenance considerations.

## A. TECHNICAL PROPOSAL ORGANIZATION & CONTENTS

Following the direction of the Instructions to Proposers, NTISE has organized its response according to the checklist in Exhibit E and contains the requirements of Exhibit B. NTISE Concept Plans and the schedule are included in the Appendices in roll plot and 11 x 17 format. These include:

### Concept Plans – 11 x 17 Appendix

- Bridges

### Concept Plans – Roll Plots

- Construction Staging and Temporary Drainage
- Roadway
- Drainage

### Schedules – 11 x 17 Appendix

- Critical Path
- Work Breakdown Structure Summary
- Work Breakdown Structure
- Warranty & CMA Periods
- Segment, Phase, Location Summary
- Segment, Phase, Location

### 3-D Files & Multimedia Appendices

- Video illustrating implementation of a selection of NTISE ATCs
- VISSIM Traffic Modeling Analysis for Construction Staging
- 3-D Model of Concept Plans

NTISE performed an exhaustive analysis of the existing infrastructures, local conditions and project requirements in all disciplines. Documentation related to this technical due diligence and investigations is included in digital and roll plot format in the form of Exhibit L; this material includes:

- Additional Geotechnical Investigations
- Traffic Modeling Analysis of Construction Staging
- ITS Concept Plans - Schematic Layout

## B. QS CHANGES

NTISE has no changes to our QS beyond those described in Section C below.

## C. ORGANIZATION & KEY PERSONNEL CHANGES

NTISE submitted a change in Key Personnel to TxDOT. The Construction Manager proposed in the QS, Andy Foster, has retired. On February 26, 2021, TxDOT approved the NTISE requested change from Andy Foster to Jose Luis Beltran. Jose has been active in the proposal development with the construction and scheduling teams. Jose brings extensive construction management experience from complex and challenging projects with similar constraints such as limited access, tight right of way, adjacency to railroad and highly congested roadway, coordination of many stakeholders, complex construction sequencing and construction of major interchanges, while managing multidisciplinary teams. The TxDOT letter approving this change is included in the response.

## D. MANAGEMENT STRUCTURE

Day-to-day and operational decision making authority and accountability will be vested in our project manager, Miguel Angel Alonso. He is TxDOT's sole point of contact for communication on all items, except those specifically assigned to others. A corporate management committee including senior management for the DB Contractor will oversee the organization and major strategic decisions.

### COMMITMENT STATEMENT

Each major participant with key personnel commits to providing the specified individuals:

- **NTI** – Project Manager Miguel Alonso Beltran; Construction Manager Jose Luis Beltran; Design Manager Pablo Lopez, PE; Safety Manager, Kyle Freeman; and Lead MOT Implementation Manager Justin Benge
- **Parsons** – Lead MOT Design Engineer, Pat Gibbons, PE
- **Cintra** – Maintenance Manager, John Reneau
- **REL** – Independent Quality Firm Manager, Oscar Rodriguez, PE
- **Huitt-Zollars** – Professional Services Quality Assurance Manager, Roxanne Pilar, PE

## E. TECHNICAL SOLUTIONS SUMMARY

### 1. PROJECT MANAGEMENT

NTISE identified a significant number of Value Added Responses (VARs) or proposal commitments that exceed the requirements of the DBA. We have included the VARs that provide superior benefits and value to TxDOT and/or result in outstanding improvements in implementation of the project. A few examples from the PMP component plan:

NTISE VAR/VEIs are derived from our best practices and lessons learned as a result of having reconstructed four major TxDOT design-build projects amounting to \$6.6B in construction costs.

- Implement UPRR module on working near rail tracks based on FRA and Railroad requirements as part of initial training for all personnel, in addition to the training mandated by UPRR.
- Safety incentive program awards (with special recognition events, prizes, gift cards, etc.) on quarterly basis to segments or crews for achieving predetermined goals for OSHA incident rates.
- Implement procedures to adhere to pandemic restrictions and protocols, including making a testing facility available for all employees; providing paid leave for employees who tested positive; providing PPE at all times as requested; requiring face masks; and installing hand washing stations.
- Perform in-stream automated water quality monitoring (Total Suspended Solids, pH, and dissolved O2) at strategic locations (Village Creek and Kee Branch) for continuous monitoring of turbidity and pollution measures in the most sensitive areas.
- Advertise major closures and traffic switches through sponsored ads on social media to expand reach, educate and increase public safety. Promote TxDOT campaigns, such as #EndTheStreakTX.


### 2. QUALITY MANAGEMENT

NTISE's quality VARs exceed the requirements of the DBA and improve the overall quality of the project. The VARs bring best practices, lessons learned and unique solutions from similar projects. Examples include:

- Conducting an initial quality partnering meeting with NTISE project, quality and executive management staff as well as representatives from IQF, PSQAM and TxDOT's quality team. A quality partnering charter that commits to working together to achieve common goals will be signed by all parties. Holding additional follow-up partnering sessions based on feedback from TxDOT and engage other stakeholders as needed.
- NTISE will use quality management software (Procore or similar) with enhanced communication capabilities that provide real-time data during design and construction. It will allow us to send real-time notifications through the quality management software regarding inspection hold points.

The IQF and Kleinfelder have accredited labs (one within three miles) and 75 fulltime employees in DFW. Kleinfelder has a large 6,000 SF local lab, ACI, AASHTO, ASTM, TxDOT, CCRL, ICC, NICET and Nuclear Gauge Safety certifications, and the ability to field mobile labs adjacent to the work.

### 3. DESIGN AND CONSTRUCTION PLAN

Through a collaborative approach with TxDOT during the proposal phase, value engineering and constructability analysis, we have incorporated Value Engineering Improvements (VEI) that add superior benefit and value by minimizing delays to the traveling public and inconvenience to surrounding businesses, improving mobility and maximizing safety during construction. A summary of the VEIs is listed below. These VEIs highlighted in the 15 page narrative, identified with  in the Concept Plans and summarized on the key maps.

**Development of our design and construction plan focused on addressing the TxDOT objectives. Throughout the narrative, within our VEI tables, we have identified the objectives each NTISE VEI meets by using letters A-E to reflect each of the TxDOT objectives:**

- A. Improve overall mobility, operational efficiency, accessibility, safety, and emergency response within the Project area by providing additional capacity to meet current and future travel demands.
- B. Minimize delays to the traveling public and inconvenience to the surrounding communities while maximizing safety in the corridor during construction.
- C. Facilitate long-term congestion management and relief in the corridor by accommodating the movement of people and goods for multiple modes of travel.
- D. Improve connectivity within the Project area to adjacent parcels by increasing multi-modal transportation facilities within the Project area.
- E. Complete the Project on schedule, on budget and to the highest degree of quality possible.

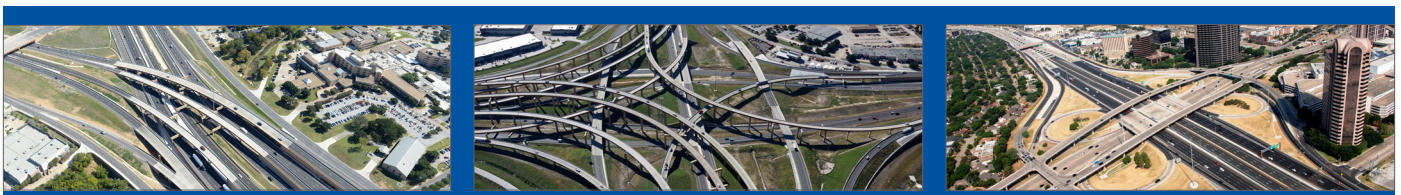
**Feasibility:** Every aspect of the project has been studied to assess the feasibility of completing the massive scope within the allowable 5.5 years. Considering the project complexity, unknowns and third party coordination and scope, there are many areas of high risk. Our analysis covered all disciplines to identify items with greatest potential to threaten the budget and schedule. Solutions to lower the risk profile are depicted in the issue/resolution map in the feasibility section.

As residents of the corridor and members of the community, we understand the need for this project and are invested in meeting the project objectives. We are the right partner for TxDOT to deliver this important project on time, on budget and with superior quality.

#### F. DBE APPROACH

NTISE's primary objective for the DBE program is to facilitate DBE participation in all phases in the project to achieve project DBE participation goals of 23% for professional services and 14.5% for construction, while providing the necessary resources to ensure these firms achieve economic growth and success on the project. The NTISE team includes DBE firms in key roles ACI (environmental), Othon (design support) and REL (independent quality).

During the proposal stage, a significant outreach effort was undertaken by the NTISE team and local organizations to promote Southeast Connector and other area opportunities. Outreach consisted of hosting, sponsorship of and/or presenting at numerous events as identified in the Technical Proposal. These events were advertised through minority business contracting organizations in Dallas/Fort Worth, vendors that registered via the NTISE website ([www.NTISE.com](http://www.NTISE.com)) and our vendor database. The NTISE team sent out 2,000 electronic invitations. The events were also advertised through Twitter and Facebook. In addition, one-on-one meetings were held with individuals and DBE certified firms to discuss opportunities.



*NTISE team similar projects: North Tarrant Express Segments 1&2, I-35W Segment 3A, and LBJ Express*