

3.1 Executive Summary

The Loop 1604 Western Extension Project (the “**Project**”) includes the design and construction of the:

- Base Scope of Work
 - Loop 1604 improvements from FM 471 (Culebra Rd) to SH 16 (Bandera Rd)
 - Environmental Schematic for the Loop 1604 / SH 151 interchange
- Option Scope of Work
 - Loop 1604 / SH 151 interchange based on the above Environmental Schematic

J. D. Abrams, L. P. (Abrams), as the Proposer for the Project will be the Lead Contractor and the prime point of contact for the Texas Department of Transportation (TxDOT). Abrams has an established and demonstrable record of delivering high quality projects safely, effectively, timely and within budget in Texas. Abrams provides TxDOT with:

- **Design-Build Experience** – Abrams has successfully completed in excess of \$448 MM as a Design-Build Developer.
- **Local Resources** – Abrams is a civil/highway contractor based in Central Texas (Austin) and provides a wealth of local and Texas based resources.
- **TxDOT and Tollway Experience** – The Texas Department of Transportation has been Abrams’ principal client for over 47 years. Abrams is currently completing in excess of \$488 MM in highway construction contracts in the State of Texas.
- **A Reliable Team** – Abrams provides a dynamic, experienced and stable team with skilled personnel, financial resources, and the proven ability to provide TxDOT with the design, construction and maintenance expertise required for the implementation of a cost effective and expedited delivery of the Project.

(a) Proposal Contents –

Abrams’ proposal is organized following Exhibit E of the Instructions to Proposers (ITP) of the Request for Proposals (RFP) and is presented in the following volumes:

Volume 1, Technical Proposal - Executive Summary

Volume 2, Technical Proposal – Forms – Proposer information, Certifications and Documents including:

• Technical and Financial Proposal Letter	• Identification of Proposer and Equity Members
• Information about Proposer Organization	• Information about Major Participants
• Proposer & Major Participants Questionnaire	• Key Personnel Statements of Availability
• Personnel Work Assignments	• TxDOT Letters Approving Changes in Proposer’s Organization
• TxDOT Letters Approving Key Personnel	• Buy America Certification
• Non-Collusion Affidavit	• Child Support Statements
• DBE Certification	• Equal Employment Opportunity Certification
• Conflict of Interest Disclosure	• Certification Regarding Use of Contract Funds for Lobbying
• Key Subcontractors	• Payment for Work Product Agreement
• Certification Regarding Ineligible Contractors	

Volume 3, Technical Proposal - Project Development Plan, includes:

• Technical Solutions	• Project Management Plan	• Quality Management Plan
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Volume 3, Technical Proposal Appendices includes Key Personnel Resumes and the following individual Schematics for the Base Scope of Work and Option Scope of Work:

• Revised Roadway Schematic with Typical Sections, Walls, Signs, Drainage and ITS	• Bridge Layouts, Cross Sections and Informational Spreadsheets
• Traffic Control Plan	• Project Baseline Schedule

Volume 4, Financial Proposal, includes:

• Identification of Proposer and Equity Members	• Information about Proposer Organization
• Information about Major Participants	• Current Prequalification Letter
• Copy of Surety Information	• Letter of Financial Condition

Volume 5, Price Proposal, includes the following for the Base Scope of Work and Option Scope of Work:

• Design Build Price	• Design Build Price Breakdown
• DB Contractor Draws/ Cask Flow Table	

Volume 6, Proposer Security, an envelope with the Proposer Security

(b) & (c). Changes In J. D. Abrams, L.P. Team –

TxDOT approved the following personnel changes:

- Substituted Adam Goode, PE for Mark Freeman, PE as the Construction Quality Control Manager
- The Capital Maintenance Firm Infrastructure Corporation of America has been removed from the team.
- The Capital Maintenance Manager position filled by Zane Webb has been removed from the organizational chart.
- Remove Zara Environmental from the team and spread their responsibilities to existing team member Pape-Dawson Engineers.
- Substituted Philip Pearce, PG for Jean Krejca as the Karst Biology Specialist.

(d) Proposed Management, Decision Making And Day-To-Day Operation Structure -

Abrams Project Management team provides:

- A single point of contact
- Experienced personnel, equipment and facilities to successfully complete the **Project**
- Project controls to manage the **Project's** risks, costs, schedule and documentation
- Interfaces with the Texas Department of Transportation (TxDOT), its staff, third parties and the general public
- Independent Safety, Quality and Environmental Control staff that report directly to TxDOT and Abrams senior executives.

Abrams committed to undertaking the development, design, and construction of the **Project** in a manner that provides the best value for TxDOT. Abrams Team will work together as a team toward the common goal of building the Project, using partnering, defined roles, relationships, coordination, and issue resolution. Our Project Manager, **Jesus Anguiano** will serve as Abrams’ single point of responsibility for TxDOT, regarding the development, design and construction of the project. Each discipline in our design and development management team is led by a Key Personnel. They are leaders in their field and command the resources of their respective company to complete their responsibilities on the **Project**.

The Construction Manager, **John Correia**, will lead the Construction Team. Craft superintendents and construction engineers who will manage assigned resources, verify compliance with the plans and specifications, and adhere to the project quality control standards will assist **Mr. Correia**. Abrams empowers our staff to make decisions and resolve disputes at the appropriate level.

The Abrams Team is committed to partnering with the TxDOT.

The design team will be led by Design Manager **Jamshid “JJ” Jahangiri**, P.E. and overseen by Abrams Design Coordinator, **Julian Summers**. Abrams has two management positions dedicated to the coordination of design and construction. We learned from past experience that the Design Coordinator and Design-Construction Coordinator eliminate differences. Communication, walking down the hall and partnering are the best tools to avoid disputes, and we will use these tools each day.

Independent of the production staff, **Ken Burge** (Safety and Health Manager), **David Bradley, PE** (Professional Services Quality Control Manager), **Timothy Lyng, PE** (Design Quality Assurance Manager), **Jose Melendez, PE** (Construction Quality Assurance Manager), and **Sandra Adams**, (Environmental Compliance Manager) will prepare, implement and enforce the Safety, Quality and Environmental requirements of the Project.

Abrams and its team members have committed the personnel listed in this Proposal. Commitment Letters are included in Volume 2 of this proposal.

(e) A Summary Of The Project Development Plan

A Summary Of Technical Solutions

Design: Abrams analyzed TxDOT’s Reference Information Documents, gathered additional data, and designed the **Project**. As itemized below in **Exhibit 1**, our proposal includes the following pre-approved Alternative Technical Concepts.

Exhibit 1, Alternative Technical Concepts

ATC NUMBER	DESCRIPTION	BASE / OPTION
Abrams ATC-2	Reduces the median width to 72 feet through from 705+00 to 733+00.	Base
Abrams ATC-4	Overlaid only in lieu of mill and overlay in those areas not next to curb, riprap, guardrail, and existing bridges or within a FEMA floodplain.	Base Option
Abrams ATC-5	Changes to the south to east direct connector (SEDC) design.	Option
Abrams ATC-6	Change from overhead sign bridges (OSB) to cantilever overhead sign structures (COSS) where possible.	Both Option
Abrams ATC-9	Reuse the traffic signal equipment installed by the Texas Department of Transportation in 2012 for the Loop 1604 Superstreet.	Base



Construction Sequencing: The construction of Loop 1604 will be in three phases. Phase One will construct the Loop 1604 frontage roads and the new overpass at Braun Road. In Phase Two Loop 1604 traffic is detoured to the new frontage roads while construction of the mainlanes is completed. Lastly in Phase Three, Loop 1604 traffic is opened to traffic while the final overlay of the project is completed under nightly lane closures. The construction of the Loop 1604 / SH 151 Interchange will also use three phases. Phase One will build the new portions of SH 151 and the new south-to-east direct connector. Phase Two will build the tie-in to the existing SH 151 mainlanes and Phase 3 will open the interchange while constructing the final overlay under nightly lane closures.

Roadway: The Abrams Team will use flexible pavement for the construction of the **Project's** main lanes, ramps, frontage roads, temporary pavements, and cross-streets. A large portion of the existing mainlanes will be rehabilitated and remain in place. The following **Exhibit 2** shows Abrams proposed new pavement sections for the **Project**:

Exhibit 2, Pavement Designs

LP 1604 and SH 151 Main Lane and Ramps Pavement Section	
Material	Thickness. Inches
Stone-Matrix Asphalt	2
Hot Mix Asphaltic Concrete Type C	8
Flexible Aggregate Base Course	8
Total	18
Loop 1604 and SH 151 Frontage Roads, Cross Streets, Pavement Section	
Material	Thickness. Inches
Stone-Matrix Asphalt	2
Hot Mix Asphaltic Concrete Type C	4
Flexible Aggregate Base Course	8
Total	14

Bridges: Eight new bridges will be constructed in Loop 1604 corridor at Shaenfield Road, Helotes Creek, New Guilbeau Road, and Braun Road. At the Loop 1604 / SH 151 Interchange, a new overpass bridge will be constructed for SH 151 as well as a new direct connector from southbound Loop 1604 to eastbound SH 51.

Preliminary Baseline Schedule: We are committed to the success of this Project. Immediately after the Notice of Award we will begin working at risk before the Notice to Proceed (NTP) so that the development team is at full production starting on day one. We will complete the Loop 1604 base scope of work within 910 days after NTP-1. We will complete the Loop 1604 / SH 151 Interchange design within 60 day of Notice to Proceed and help advance the environmental coordination with U.S. Fish and Wildlife. We will complete the Loop 1604 / SH 151 interchange option scope of work within 700 days after NTP-3 (environmental clearance).

Abrams is self-performing the construction of the major items on the critical path.

Project Management Plan

Communication: Effective communication among project participants is critical to Project success. As demonstrated on previous Design-Build Projects, Abrams achieves this objective through the use of weekly meetings, each scheduled for a specific day and time. The meetings detailed in **Exhibit 3 on the next page** provide the forum for management staff to track the progress of utility relocation, design and construction, to prioritize tasks, and to resolve project issues in expedited fashion.

Exhibit 3, Project Meeting Schedule

Meeting	Frequency	Designers	Constructors	Quality	Environmental	TxDOT
Safety	Weekly/ Daily	X	X	X	X	X
Task Force	Weekly	X	X	X	X	X
Interdisciplinary Design	Weekly	X		X	X	X
Constructability	Per Submittal	X	X			
Over-the-Shoulder	As Needed	X	X	X	X	X
Comment Resolution	Per Submittal	X	X	X	X	X
Schedule	Weekly	X	X	X		X
Construction	Weekly		X	X	X	X
Project Status	Weekly	X	X	X	X	X
Partnering	Quarterly	X	X	X	X	X

Risk Management: Our approach to risk management in design-build projects begins with a commitment to provide the most experienced personnel with the technical expertise, work ethic, and commitment required to successfully execute delivery of the Project and to promote and implement the Partnering at all levels both within the Team and with TxDOT. Early identification and prompt communication of risk issues to the appropriate level will allow for effective mitigation and control of risk to all the partners of the project.

Environmental Management: Abrams will develop and implement a Comprehensive Environmental Protection Program to establish the approach, requirements and procedures to be employed to protect the environment. All individuals involved in the design and construction of the **Project**, including TxDOT, their representatives and our subcontractors, must complete our environmental training program before working on the **Project**.

Safety: The Abrams Team is committed to providing the travelling public, our employees and project personnel with a safe and healthy environment and will have an active safety program. Our Team will develop a Safety Program specifically for the Project. The plan will include the following basic elements:

- Policy and goals statement
- Employee training and communication
- Hazardous Communications Program
- Hazard identification
- Emergency and accident response
- Recordkeeping
- List of responsible persons
- Hazard controls and safe practices

Quality Management Plan

Design QC/QA: Abrams will employ an ISO 9001 compliant Design Quality Management Plan (DQMP) that serves as the foundation not only for delivering quality services in accordance with the requirements of the design-build agreement, but also for continuous

KBR maintains an ISO-9001 certified Quality Management System, which will be the basis for the Loop 1604 DQMP.



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performance improvement in every aspect of our design. Independent from design production, the Professional Services Quality Control Manager; **David Bradley, P.E.**, will check all plans, reports, calculations, specifications, and verify that design task procedures are correctly implemented in design.

Construction: Abrams Construction Quality Management Plan will define, establish, and implement a formal and comprehensive description of our plan to provide a project of the highest quality for TxDOT and the users of the Project. It will contain detailed procedures for QC and QA activities applicable to the construction process. It will clearly distinguished between quality control and quality acceptance activities and the persons performing them.

Both design and construction quality control programs will be independently from the field operations and reports directly to TxDOT and the executives of Abrams. To this end Abrams' team contains two independent firms; **Binkley & Barfield, Inc.** for design Quality Assurance and **Rodriguez Engineering Laboratories** construction Quality Acceptance.

(f) Approach to Satisfying the DBE Requirements:

Abrams will provide equal opportunities for participation by subcontractors, suppliers, consultants and small businesses in accordance with the regulations of the U.S. Department of Transportation, 49 CFR Part 26, the Texas Administrative Code, the Development for the Project. Abrams will exceed the 8% established goals set forth in Section 7.1 of the Development Agreement. As evidence of this commitment, Abrams has already engaged the following DBE firms:

- Aviles Engineering Corporation
- Arredondo, Zepeda, & Brunz, LLC
- Hicks & Company
- Pinnacle Consulting Management Group, Inc.
- Rodriguez Engineering Laboratories
- RVi Planning & Landscape Architecture
- Group Solutions RJW

In order to effectively manage Abrams Disadvantaged Business Enterprise Program, a number of methods will be implemented including:

- Designate a project DBE coordinator
- Developing and maintaining bidders lists of Disadvantaged Business Enterprises from all possible sources including the Texas Unified Certification Program directory, Local, State and National Minority Trade Associations, etc
- Structuring procurement packages so that Disadvantaged Business Enterprises are allowed to participate to the maximum extent possible.
- Verifying inclusion of Disadvantaged Business Enterprises in all solicitations for products or services that they are capable of providing
- Reviewing solicitations to remove statements, clauses, etc., which tend to restrict or prohibit Disadvantaged Business Enterprise participation
- Attending or arranging for attendance of company representative at Business Opportunity Workshops, Minority Business Enterprise Seminars, Trade Fairs, etc
- Coordination with varies Chamber of Commerce and minority churches
- Monitoring attainment of proposed goals