

# A. Executive Summary



## EXECUTIVE SUMMARY

### Introduction

WBCCI, LLC (WB) is a Texas-born contractor with roots dating back to 1955. We have built more bridges in Texas and have more currently contracted dollars with TxDOT than any other firm. Our experience and financial strength allow us to approach the development of the I-35 NEX-Central Project (Project) with knowledge of what works in Texas and the full understanding of TxDOT's expectations.

Proposal development consisted of a thorough analysis of issues and risks, and optimization of solutions. This process began in 2018 prior to the first Request for Information being issued in the Spring of 2019. Since then, we put together an outstanding and experienced team of engineers, builders, and specialists covering the areas of environment, right of way, utility, constructability, capital maintenance, estimators, DBE and public information. Our team examined every RID, coordinated with utility owners, researched and optimized solutions, submitted more than 220 questions, developed over 2,000 linear feet of plans, and several thousand sheets of details and reports. The WB Team was assembled to successfully address and deliver every aspect of the Project in a manner that exceeds TxDOT expectations.

### (A) Technical Proposal Organization and Content

The Technical Proposal organizes a tremendous volume of work into the following:

- Volume 1a – Executive Summary, Proposer Information, Certifications & Documents and Technical Solutions
- Volume 1b – Appendices:
  - D.1 Key Personnel Resumes and References
  - D.2 – D.6 Contains drawings, details and summaries for traffic control, bridges, walls, roadways and drainage as **Required** by the ITP and labelled D.#.R.# respectively
  - D.8 Exhibit M
  - D.9 Summarizes utility commitments
- Volume 1c – Appendix D.7 Preliminary Baseline Project Schedule
- Volume 1d – Exhibit M with Proposer Surveys, Investigations and Technical Documents comprising **Supplementary** information labelled D.#.S.# respectively

Our team went the extra mile in the analysis and preliminary design of the Project. This valuable information provided a deeper understanding of the Project risk and the best way to manage it. It also set the stage for a faster mobilization of effort when we are selected.

### (B) Summary of Changes to the QS

No changes in our approach since our QS other than what is featured in (C) below.

### (C) Summary of Changes to Organization, Equity Members, Major Participants, and Key Personnel from the QS

Two additional Major Participants were added to our team: **The Levy Company, Inc.** for Signing, Signals, and Illumination and the **Mica Corporation** for ITS construction services.

Due to the length of the procurement, some key personnel proposed in the QS have retired or been promoted. We coordinated these changes with TxDOT per the RFP and their resumes and substitution have been approved:

- Project Manager – Hunter Lehrman, PE, DBIA™
- Design Manager – Mark Holcomb, PE
- IQFM- Ron Seal, PE
- MOT Implementation Manager- Rogelio Pena



## (D) Project Management Summary & Key Personnel Commitment

Our Team operates with the philosophy that open communication leads to better decisions. Our Project Manager, Hunter Lehrman is certified by the Design Build Institute as a professional in the field. He has proven to be an excellent communicator and partner with TxDOT. Evaluations on previous projects are no less than exemplary. Not only does Hunter work well with TxDOT, he is respected by the design and quality teams. We are bringing much of the same team to the Project that is completing the early delivery of the highly successful SH 249 Extension. Our PM, Hunter, is trusted to execute the Project, make decisions at the project level, and will be the single point of contact for TxDOT.

We are structured for success, recognizing the size and complexity of the Project. Supporting Hunter in the field are two Deputy PMs who will concentrate efforts on project administration and quality analysis. Hunter will also be supported by a dedicated, experienced design liaison to expedite design development and constructability reviews to facilitate the production schedule. A dedicated document control manager will assist Hunter by coordinating with designated document specialists with all design and construction team members to maintain uniformity of records and manage version control.

The Design Manager will also have a deputy to oversee submittals and manage schedules in conformance with the design packaging plan. The DM will manage a team of specialists in drainage, geometrics and structures while overseeing multiple design teams. These specialists will provide over-the-shoulder quality control and consistency between teams.

The Construction Manager will have a deputy to manage schedule, quality control reporting and deficiency resolutions so that all records are current and issues do not linger.

Hunter's team of experienced personnel know the rigors of document management, meeting minute preparation, submittal management and rapid resolution of noncompliance and other issues. He is experienced in coordinating design, utilities and construction in DB delivery to TxDOT's benefit.

Hunter and the construction, design, traffic control, ROW and utility leads have developed a cost-effective plan for design and construction to minimize conflicts and reduce traffic conflicts. Our continuous improvement process will adjust and refine the approach throughout delivery.

Executive Partnering is vitally important to our approach. Meetings will be held quarterly with the project team and led by the PM. The executive teams of WB and TxDOT will receive reports on progress, quality and public interfaces.

Simply stated our approach is putting the right team on the project with experienced, tested leaders, empowering them, and trusting them to communicate, follow the contract, design and build with quality, work safely and minimize traffic impacts.

WB and its respective Major Participants commit the following key personnel to the Project:

<b>Hunter Lehrman, P.E, DBIA™</b>	— Project Manager, WB
<b>Keith Mittel</b>	— Construction Manager, WB
<b>Mark Holcomb, P.E.</b>	— Design Manager, Parsons
<b>Ron Seal, P.E.</b>	— Independent Quality Firm Manager, RKI
<b>Chris Gilstrap, P.E.</b>	— Lead Structural Engineer, Parsons
<b>Pat Gibbons, P.E.</b>	— Lead Maintenance of Traffic (MOT) Design Engineer, Parsons
<b>Adam Ellis, P.E.</b>	— Professional Services Quality Assurance Manager, Lamb-Star
<b>Rogelio Pena</b>	— Lead Maintenance of Traffic (MOT) Implementation Manager, WB
<b>Christopher Provence</b>	— Utility Manager, PAS
<b>John Fleck, Jr, CSP, CHST, CHSO</b>	— Safety Manager, WB





## **(E) Technical Solutions Summary**

The WB Team has developed a feasible project approach and plan to deliver this important project. Our approach is detailed in the Design and Construction Plan (C.3) and the appendices (D.2-D.8). Our cost-effective plan minimizes lane closures and consists of prestressed beams; steel girders; cast in place, precast and prefabricated bent elements; precast deck panels; and a cast in place final deck surface for sustained ride quality and reduced maintenance costs.

**C.1 Project Management Plan**—containing more than 50 value-added initiatives that will enhance the required PMP provisions. These value-added initiatives are learned from our project specific research and from experiences on other large projects. Underlying the PMP is a commitment to open communication, schedule management, DBE outreach, risk mitigation, involvement of specialists, engagement of executives from WB and TxDOT, and efficient document control and reporting.

**C.2 Quality Management Plan**- containing more than 35 value-added initiatives that will strength the mandated QAP and QMP provisions. These value-added initiatives result from learned experiences by our team on other projects in Texas and across the nation. Each QMP value-add is designed to increase transparency, identify trends sooner, rapidly solve problems at the project level and improve validation of test results.

**C.3 Design and Construction Plan**- demonstrates our staging and traffic management approach to minimize lane closures and improve safety. The traffic management plan is coordinated with utility relocation, environmental constraints and the design packaging plan to allow for less disruptions. Optimizations to reduce utilities from the critical construction path include reduction in straddle bents and use of single shaft columns. We optimized structures to reduce beam costs, reduce conflicts, wall reconstruction, address drainage challenges and better geometric configurations. Our optimized approach adds considerable value to the project in terms of price reductions, but more importantly reduces impacts to traffic and improves safety.

## **(F) DBE Approach Summary**

WB brings an extraordinary record of exceeding DBE requirements on our vast portfolio of current and past projects. We accomplish this by making DBE commitment a priority from project inception. We contractually require our consultants to meet the professional service goals. Many DBE firms are already aligned with our team to meet the goals. Others will be added as the Project progresses. We have developed successful outreach programs and coordination conduits to our estimators. This allows us to better understand the DBE market and divide subcontracting opportunities into the right sizes and specialties to enable success. We will report goal progress at the quarterly Executive Partnering meetings.

Our Team includes the following highly qualified DBE firms, most with DB and San Antonio experience:

- Hollaway Environmental and Communications
- Lamb-Star Engineering, LP
- Corsair Consulting, LLC
- Structural Engineer Associates, Inc.
- P.E. Structural Consultants, Inc.
- CivilCorp, LLC
- Maldonado-Burkett, LLP
- The Transtec Group

## **Conclusion**

Hunter's leadership and enthusiasm motivates the entire Project team. The engaged WB executive team supporting Hunter comprises a president and four vice-presidents, who have a combined 150+ years of experience building projects in Texas. WB is thrilled to submit on this important Project a cost-effective proposal providing much added value to TxDOT and all Texans. We are ready to go to work.

