



SOUTHEAST CONNECTOR PROJECT

**Diverse Subcontractor & Supplier Outreach Event
Project Overview
November 17, 2022**



WELCOME

An aerial photograph of a large-scale highway interchange under construction. The image shows multiple levels of elevated roadways with several lanes. Construction equipment and materials are visible on some sections. A semi-transparent map overlay is present on the left side of the image. The text 'SOUTHEAST CONNECTOR' is in a smaller font above 'PROJECT OVERVIEW', which is in a large, bold font and underlined.

SOUTHEAST CONNECTOR PROJECT OVERVIEW

SOUTH-POINT CONSTRUCTORS

South-Point Constructors is a fully-integrated joint venture between Kiewit Infrastructure South Co. and Austin Bridge & Road.

Kiewit

- More than 135 years in the industry: building, industrial, mining, oil, gas & chemical, power, transportation, water
- Engineering News-Record (ENR) Top 400 Contractors Ranking: Overall No. 3
- 35 years working in the DFW area

Austin Bridge & Road

- A leader in the heavy civil infrastructure industry
- Built many infrastructure projects for the transportation, aviation, water, and rail industries
- Specialize in dense-graded hot-mix asphalt, dense-graded warm-mix asphalt, and Superpave asphalt mix

SOUTH-POINT
CONSTRUCTORS

135 Years of DFW Construction Experience & Partnerships

15 Years of Design-Build Experience in Texas

\$2.8B TxDOT Design-Build Contracts Delivered

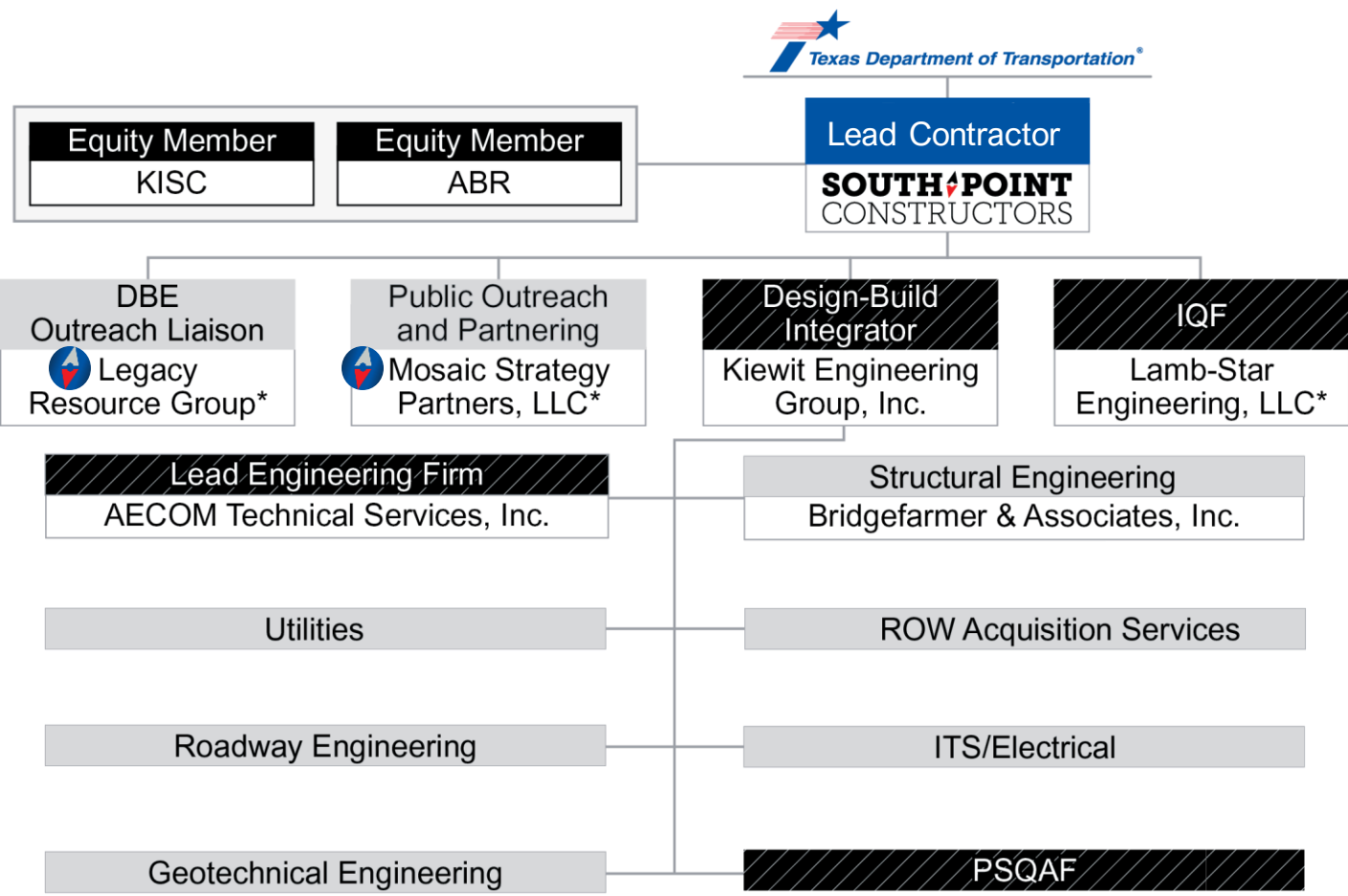


Kiewit



Austin Bridge & Road
An Austin Industries Company

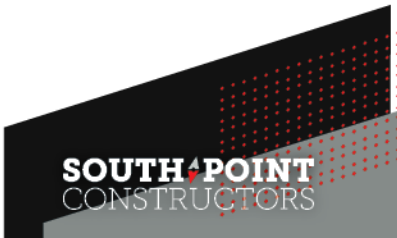
SOUTH-POINT CONSTRUCTORS CURRENT TEAM STRUCTURE



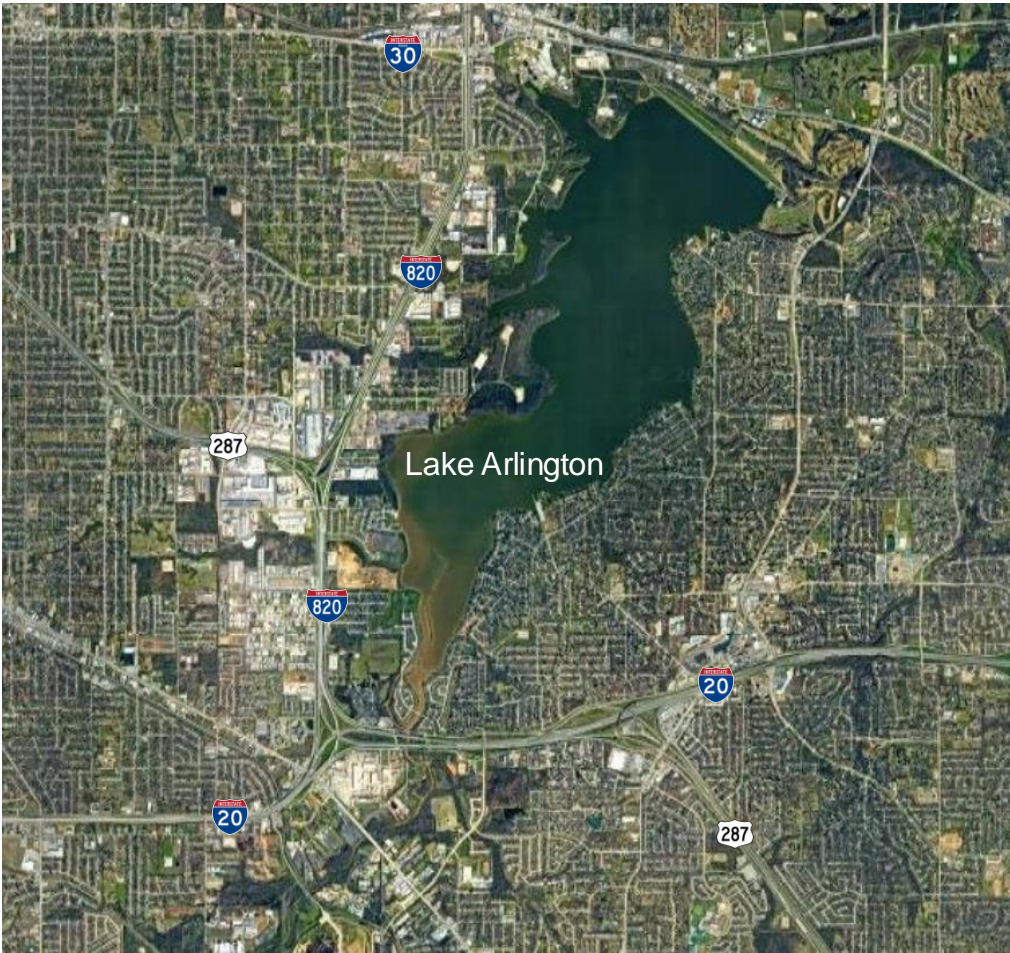
KEY

- Lead Contractor
- Equity Member
- Major Participant
- Other Participant(s)
- Contractual Relationship
- DBE*

IH820_103



PROJECT OVERVIEW

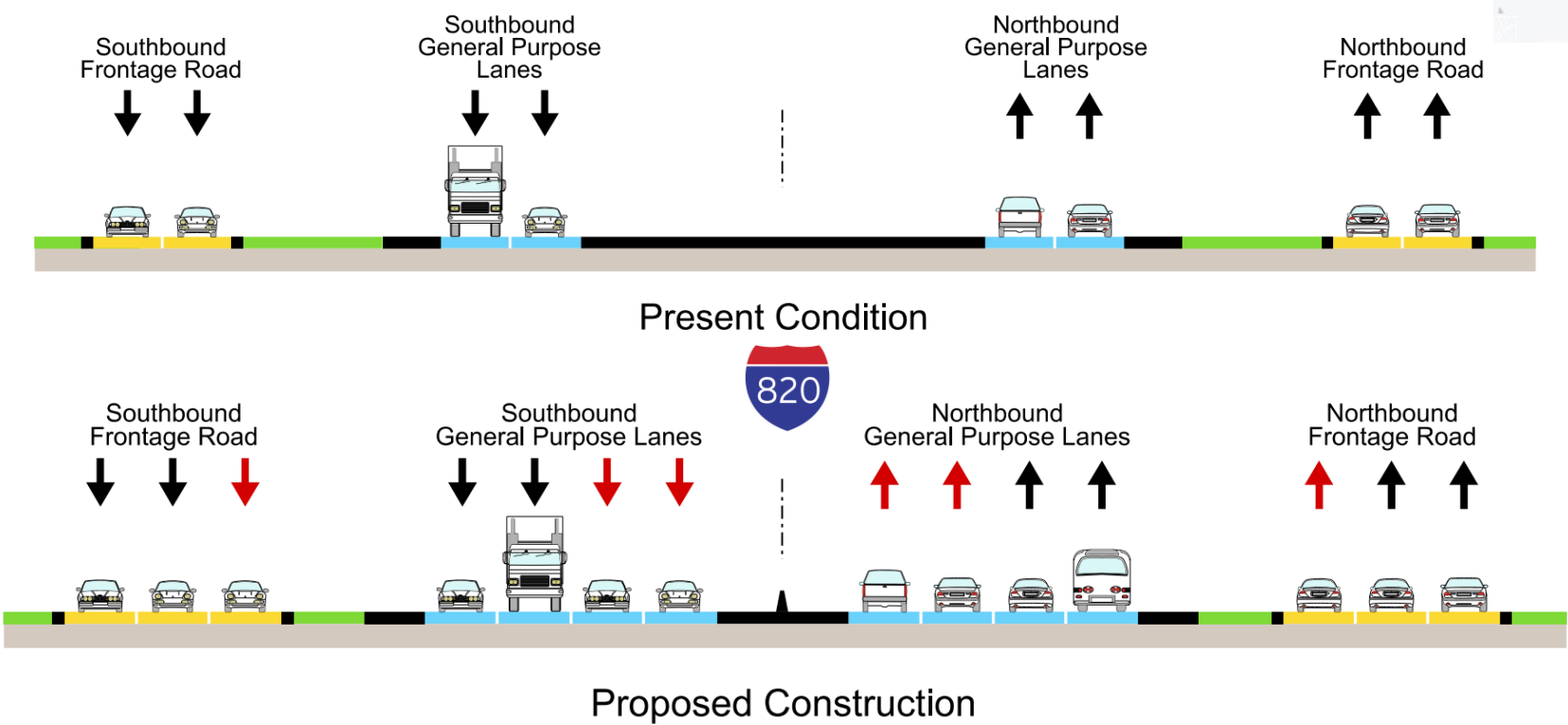
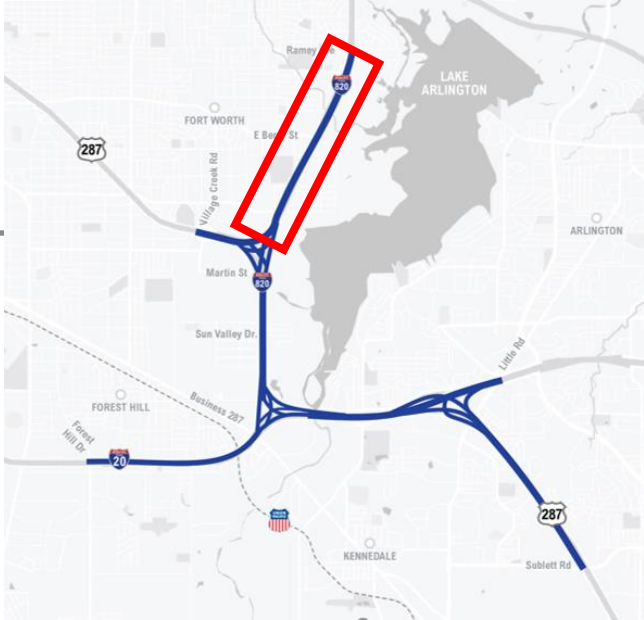




The project will rebuild and widen 11.1 miles of I-20, I-820 and US 287

PROJECT OVERVIEW: I-820

- Additional mainlanes in each direction
- Additional frontage road capacity



Additional capacity shown with red arrows.

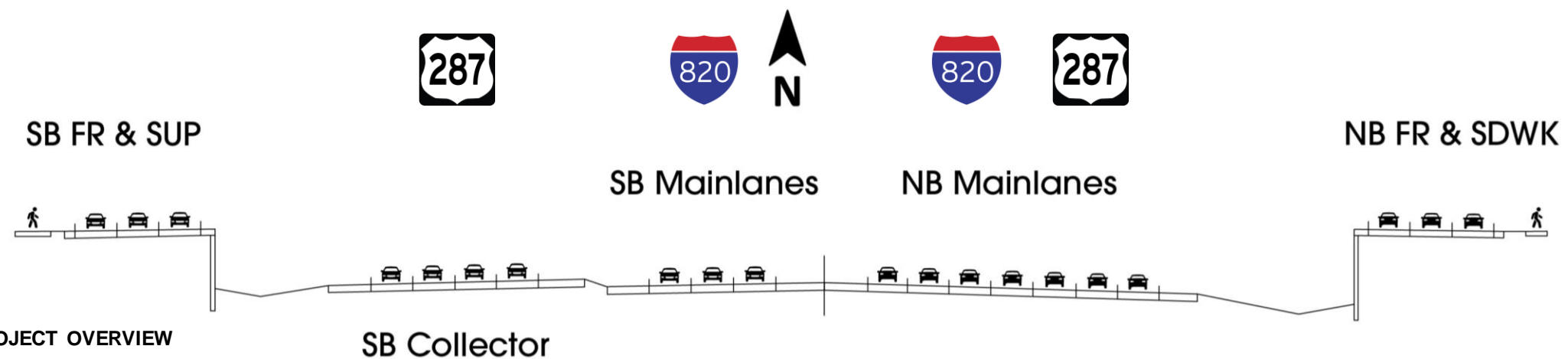
PROJECT OVERVIEW: I-820

- Added capacity on mainlanes and frontage roads
- Left exit from NB I-820 to NB US 287 changed to right exit
- Left exit from SB US 287 to NB I-820 changed to right exit
- Reconstruct the I-820/US 287 interchange
- Continuous frontage road from SB I-820 to NB US 287
- Increased mobility with Texas turnarounds and ramps



PROPOSED I-820 TYPICAL SECTION

NEAR SUN VALLEY DRIVE



PROJECT OVERVIEW: I-820

- Left exit from NB I-820 to NB US 287 changed to right exit
- Left exit from SB US 287 to NB I-820 changed to right exit
- Continuous frontage road from SB I-820 to NB US 287



PROJECT OVERVIEW: I-820

- Left exit from NB I-820 to NB US 287 changed to right exit
- Left exit from SB US 287 to NB I-820 changed to right exit
- Continuous frontage road from SB I-820 to NB US 287



PROJECT OVERVIEW: I-820

- Left exit from NB I-820 to NB US 287 changed to right exit
- Left exit from SB US 287 to NB I-820 changed to right exit
- Continuous frontage road from SB I-820 to NB US 287



PROJECT OVERVIEW: I-20 IN FOREST HILL

- Reconstruct the Anglin Dr. intersection
- North/south through connection for Anglin Dr.
- Construct continuous frontage road connection to Business 287
- Texas turnaround added



PROJECT OVERVIEW: I-20 IN FOREST HILL

- Reconstruct the Anglin Dr. intersection
- North/south through connection for Anglin Dr.
- Construct continuous frontage road connection to Business 287
- Texas turnaround added





PROJECT OVERVIEW: I-20 IN FOREST HILL

- Reconstruct I-20 bridge over UPRR with one additional mainlane in each direction
- Construct continuous frontage road connection over UPRR to Business 287



PROJECT OVERVIEW: I-20 IN FOREST HILL

- Reconstruct I-20 bridge over UPRR with one additional mainlane in each direction
- Construct continuous frontage road connection over UPRR to Business 287

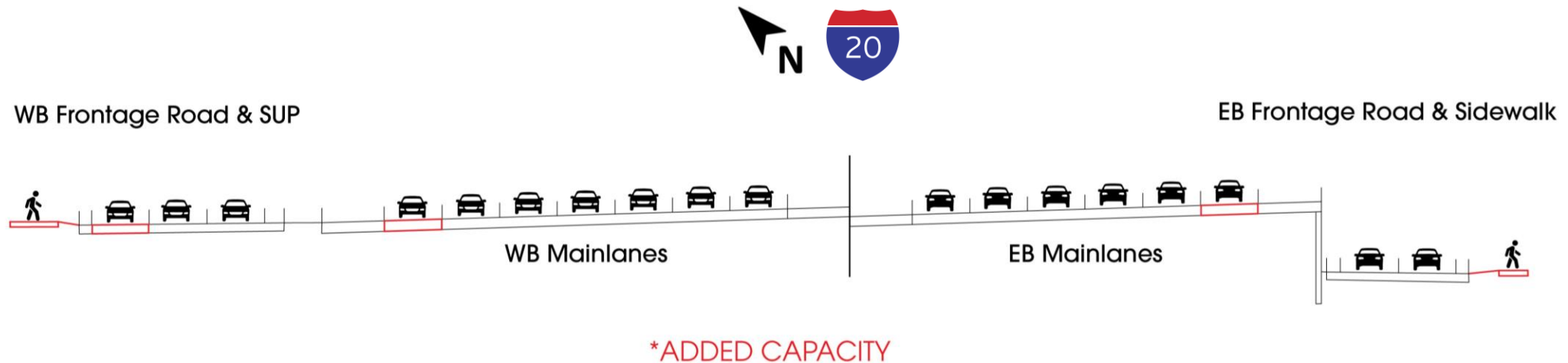


PROJECT OVERVIEW: I-20

- One additional mainlane in each direction
- All left exit and entrance ramps changed to right exit/entrance
- Texas turnarounds will be added at all cross streets to improve frontage road connectivity and improve access to ramps
- Added sidewalk or shared use path



PROPOSED I-20 TYPICAL SECTION NEAR UNION PACIFIC RAILROAD



PROJECT OVERVIEW: I-20 AT I-820

- Reconstruct I-20/I-820 interchange
 - Right exit to I-820
 - Right exit to Business 287 from I-20 WB
 - Separate I-820 and US 287 merge traffic from I-20



PROJECT OVERVIEW: I-20 AT I-820

- Reconstruct I-20/I-820 interchange
 - Right exit to I-820
 - Right exit to Business 287 from I-20 WB
 - Separate I-820 and US 287 merge traffic from I-20



PROJECT OVERVIEW: I-20 AT I-820

- Reconstruct I-20/I-820 interchange
 - Right exit to I-820
 - Right exit to Business 287 from I-20 WB
 - Separate I-820 and US 287 merge traffic from I-20



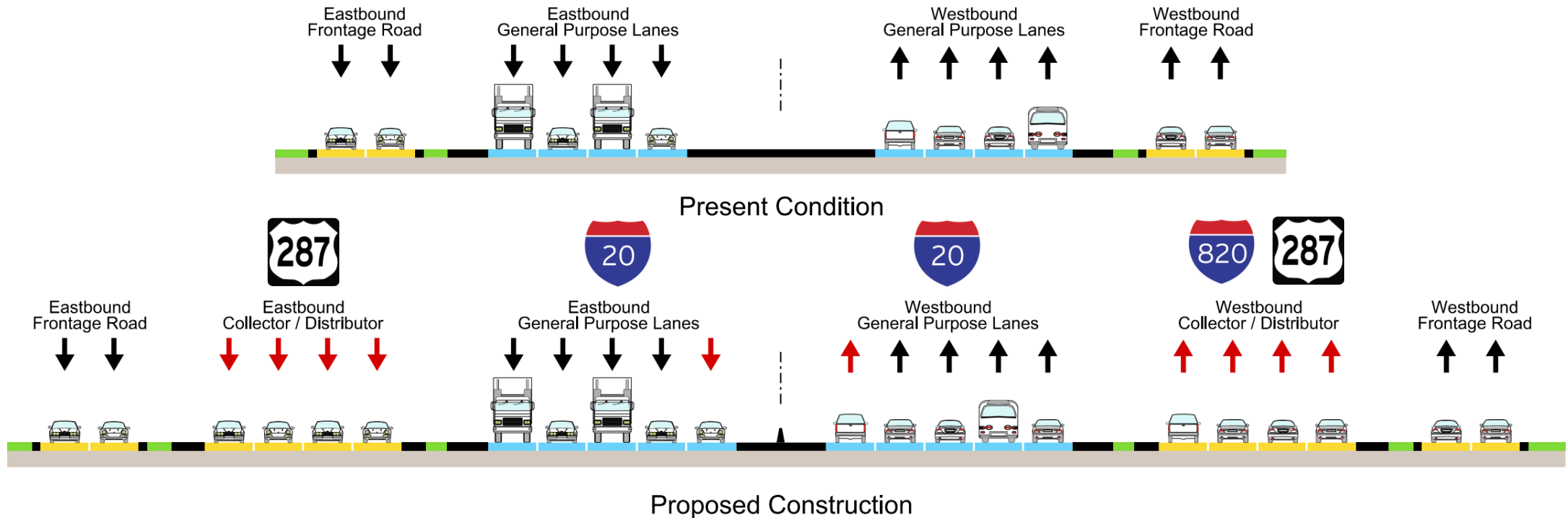
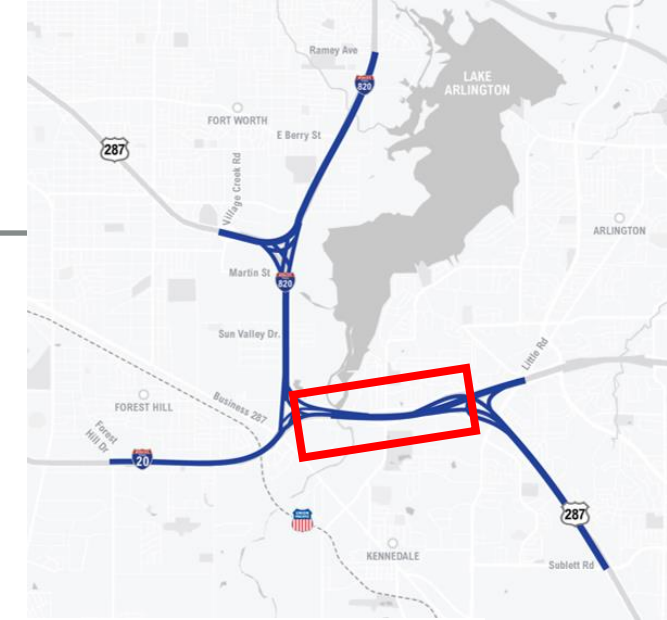
PROJECT OVERVIEW: I-20 AT I-820

- Reconstruct I-20/I-820 interchange
 - Right exit to I-820
 - Right exit to Business 287
 - Separate I-820 and US 287 merge traffic from I-20



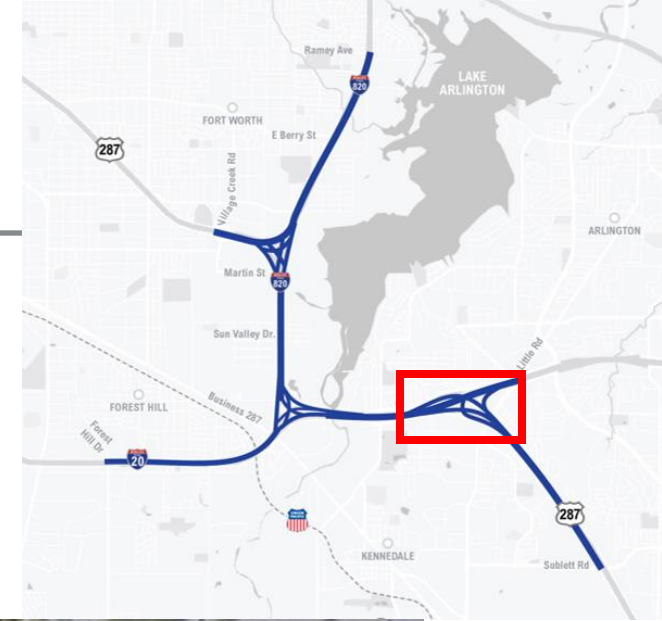
PROJECT OVERVIEW: I-20

- One additional mainlane in each direction and new collector distributor facility
- All left exit and entrance ramps changed to right exit/entrance
- Texas turnarounds will be added at all cross streets to improve frontage road connectivity and improve access to ramps
- Added sidewalk or shared use path



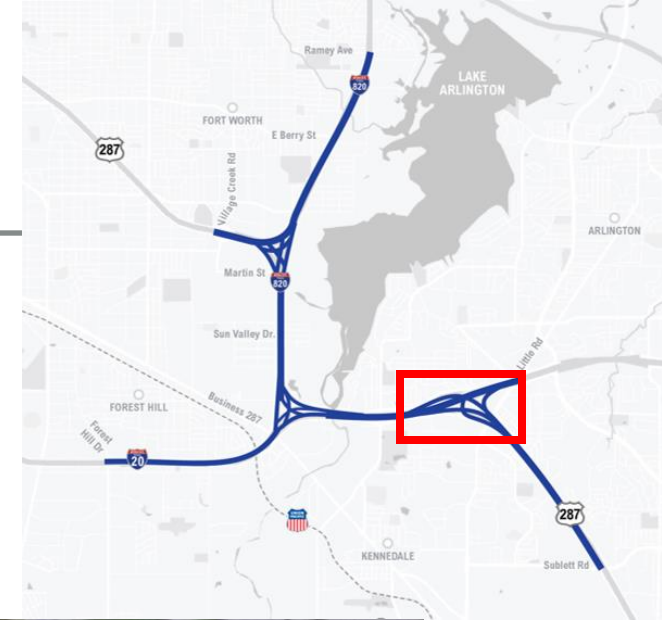
PROJECT OVERVIEW: US 287 NB TO I-20 WB

- Reconstruct I-20/US 287 interchange
 - US 287 through traffic remains in collector distributor lanes
 - Reduced merging



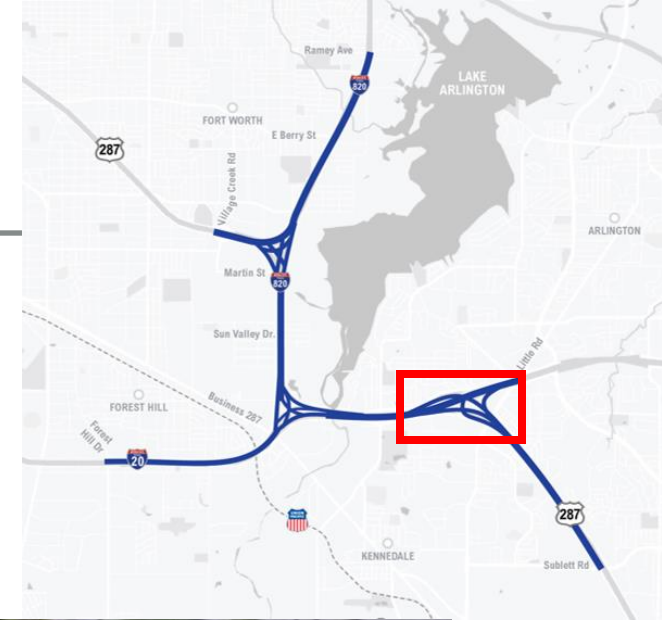
PROJECT OVERVIEW: US 287 NB

- Reconstruct I-20/US 287 interchange
 - US 287 through traffic remains in collector distributor lanes
 - Reduced merging



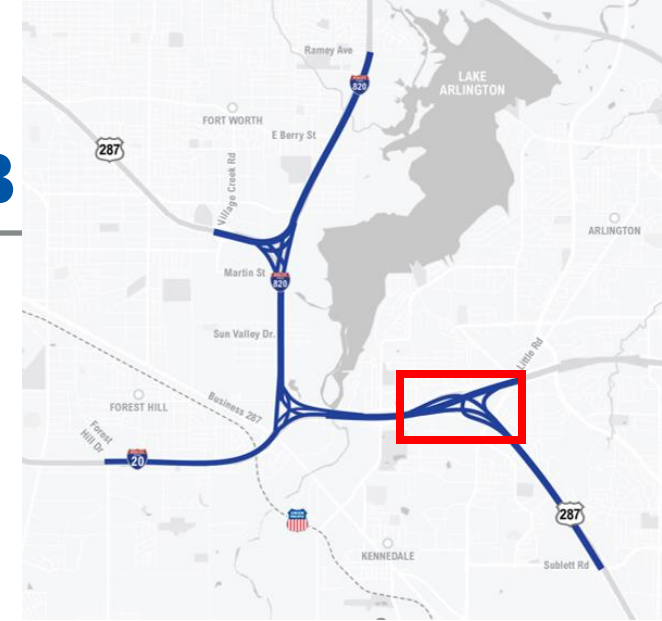
PROJECT OVERVIEW: US 287 NB TO I-20 WB

- Reconstruct I-20/US 287 interchange
 - US 287 through traffic remains in collector distributor lanes
 - Reduced merging



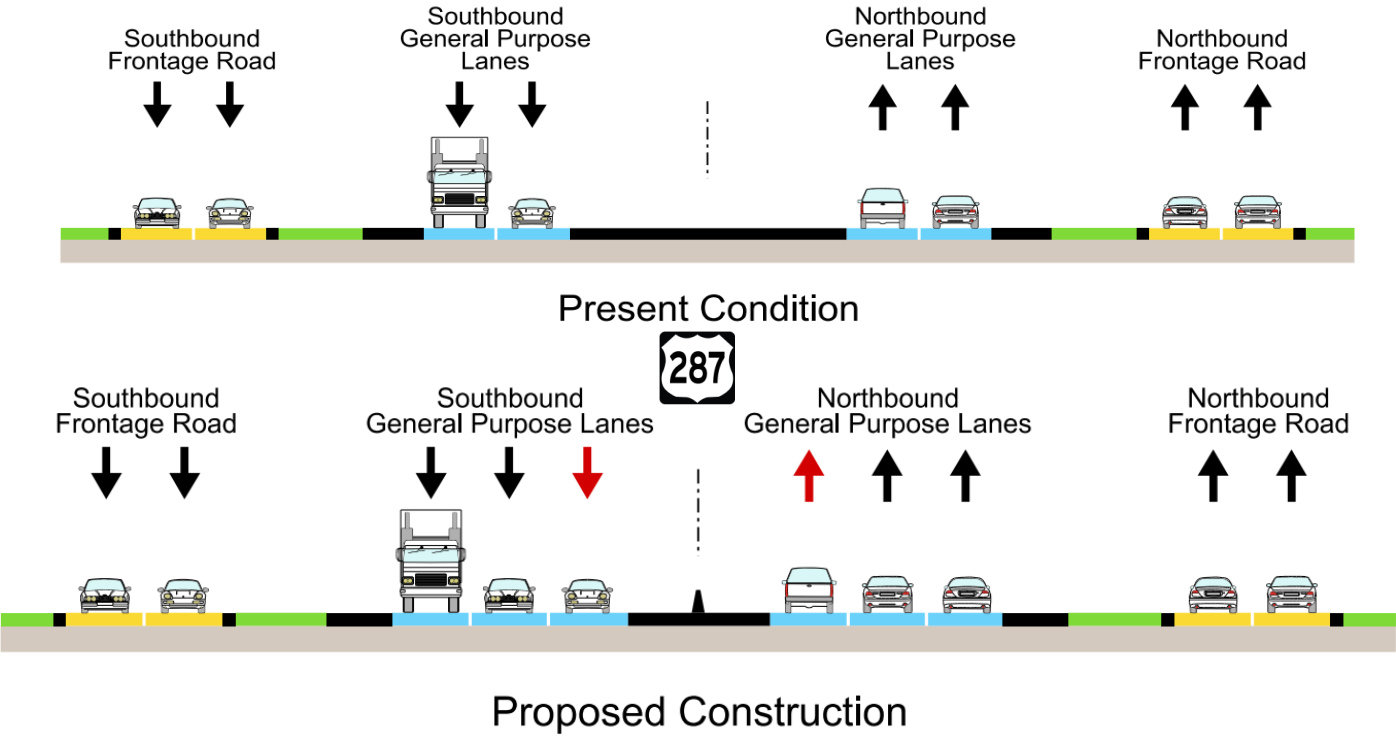
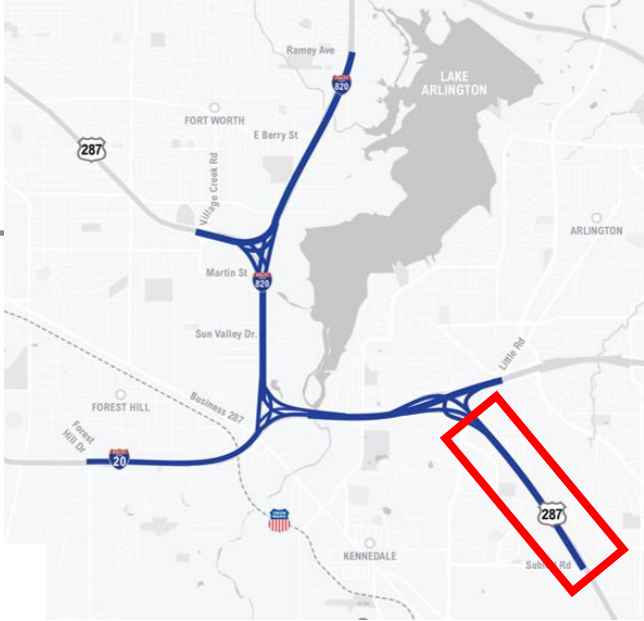
PROJECT OVERVIEW: I-20 WB TO I-820/US 287 NB

- Reconstruct I-20/US 287 interchange
 - US 287 through traffic remains in collector distributor lanes
 - Reduced merging



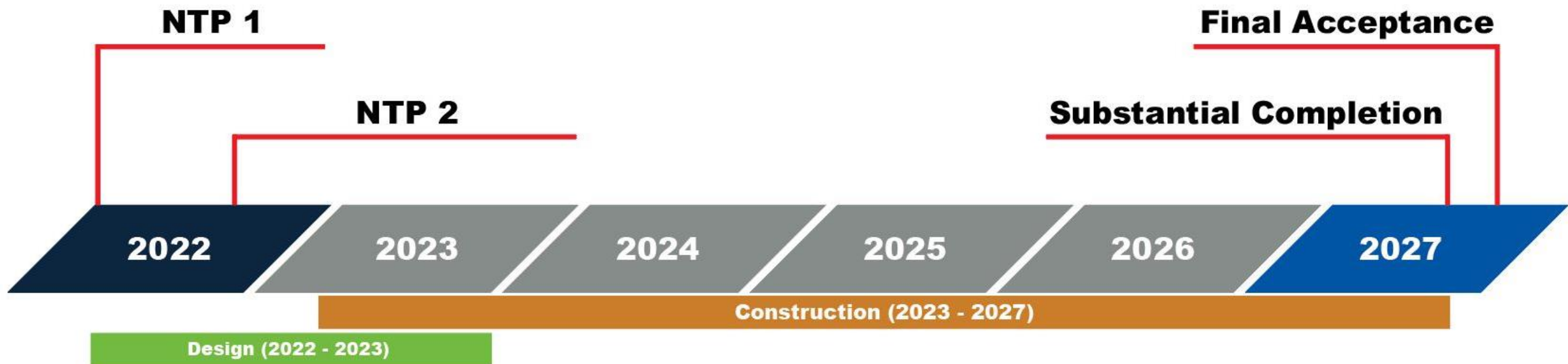
PROJECT OVERVIEW: US 287

- Reconstruct US 287
 - One additional mainlane in each direction
 - Additional frontage road capacity
 - Added sidewalks and shared use path



Additional capacity
shown with red arrows.

PROJECT TIMELINE



PROJECT QUANTITIES

BASIC SCOPE QUANTITIES	
Total Project Lane Miles	246 Lane Miles
Bridge Deck	2,300,000 Square Feet
Concrete Paving	1,780,000 Square Yards
CIP Barrier	430,000 Lineal Feet
Sidewalk/SUP	110,000 Square Yards
Permanent Wall	900,000 Square Feet
Rebar	45,000 Tons
Relocated Utilities	261 Different Facilities



PROJECT OVERVIEW: PRIME CONTRACT

- **Contracting Method:** Design-Build Contract (DBC)
- **Project Cost:** Estimated DBC cost of \$1.6 billion
- **Schedule Milestones**
 - Prime Contract NTP 1: March 2022
 - Professional Services Completion: March 2024
 - Project Physical Completion (Final Acceptance): Q4 2027
- **Disadvantaged Business Enterprise (DBE) Goals:**
 - 14.5% for construction
 - 23.0% for professional services
 - \$47 M currently committed to DBE firms

ARE BIDDERS REQUIRED TO PRE-QUALIFY?

SPC does not have a formal pre-qualification process - ALL firms are welcome to respond to our quals/bid solicitations without prequalifying.

- Professional services/design selections are qualifications based
- Construction scopes are competitive bid

We recommend:

- ✓ Completing our subcontractor questionnaire to tell us about services provided, items interested in bidding, and prior experience
- ✓ Watching for email and B2gNOW notifications about bid opportunities
- ✓ Signing up for BuildingConnected
- ✓ Visiting our website for updates about opportunities and events

Specific requirements may vary, based on scope and package size, but general factors considered for selection may include:

- Safety performance
- Proven quality
- Certification
- Insurance and bonding capability
- Years in business
- Reputation
- Past performance with Project Team Members or Client
- Value-added products or services
- On-time performance

RESOURCES AND ASSISTANCE

South-Point Constructors is committed to providing information and resources to assist firms seeking opportunities to participate on the Southeast Connector project.

- “Roadside Assistance” Workshop Series – **STAY TUNED FOR SCHEDULE!**
- Bidders’ Quick Reference Guides
- SPC Website

Missed our past workshops?
Visit our website to access presentation files and recordings of our past events

The collage displays three key resources from the South-Point Constructors website:

- BIDDERS QUICK REFERENCE GUIDE – NEXT STEPS AND RESOURCES:** A guide for bidders, including a "JOIN OUR BIDDERS LIST!" section with instructions to set up an account and contact information for a Subcontractor Pre-bid 1-on-1 meeting.
- COVID-19 Resources and Support:** A section listing resources such as America's SBDC, Google, SBA Coronavirus Relief Programs, and Small Business Majority.
- THE ROADSIDE ASSISTANCE WORKSHOP SERIES:** A series of workshops for bidders, including "Roadside Assistance Workshop: Certification," "Roadside Assistance Workshop: Navigating BuildingConnected Bidding Platform," "Roadside Assistance Workshop: Design Build Delivery Method Overview," and "Roadside Assistance Workshop: Safety/Operating in a Covid-19 Environment."



SOUTHEAST CONNECTOR PROJECT OVERVIEW / Q&A
