

A. Executive Summary





In response to TxDOT's goals for the I-35E Phase 2 project (Project), Lone Star Constructors (LSC) has developed a detailed, customized, and integrated design-build (DB) plan to complete the Project on schedule and to the highest degree of quality possible. Our Proposal describes our plan to design, construct, and maintain the Project as prescribed in Exhibit E of the ITP.

LSC is a joint venture of Fluor Heavy Civil, LLC (Fluor) and Austin Bridge & Road, LP (Austin). With 19 years of DB experience in Texas, Fluor has led the delivery of successful DB projects for TxDOT, including the Dallas District. For over 100 years, Austin has built Texas highways and has been a trusted contractor for the Dallas District since its inception. LSC has assembled an optimal team to partner with TxDOT to deliver the Project as expected.

LSC is a wholly integrated joint venture, with our partners aligned at all levels of the organization from executives to staff. LSC's Project Manager Bob Stevens provides executive-level continuity and sets the standard for Project execution. Bob's leadership and deep knowledge of delivering complex DB projects with the Dallas District is central to our approach.

Major Participants include Lead Designer WSP USA Inc. and Independent Quality Firm Professional Service Industries, Inc. Other Team Members include K Strategies Group, LLC; Cobb Fendley; Kysu Group; ACI; Maldonado-Burkett, LLP; HVJ North Texas – Chelliah Consultants, Inc.; Bridgefarmer & Associates, Inc.; Alliance Geotechnical Group, Inc.; IEA Inc.; The Rios Group, Inc.; and The Priority Group Inc.

Changes in Proposer's Organization. LSC has added Bridgefarmer & Associates, Inc. to our team, bringing extensive knowledge in roadway, drainage, and bridge design. LSC has updated a Team Member's name of HVJ North Texas – Chelliah Consultants, Inc. LSC has not made changes to our Key Personnel (KP).

Daily Operation. LSC's organization removes unnecessary redundancies and facilitates direct communication, which streamlines decision making. We intentionally align design and construction activities to identify the critical path design, prioritize long-lead items,

recognize potential conflicts, and complete the Project safely, on time, on schedule, and to the highest degree of quality possible. Each Major Participant commits the KP identified in LSC's Qualification Statement to the Project.

Project Management (PM). PM Value-Added Responses (VARs) exceed the requirements of the Project Administration, Public Information and Communications, Other Affected Third Parties, Utility Management, Traffic Management Plans, and Disadvantaged Business Enterprise (DBE) Good Faith Efforts. The VARs come from our team's similar project experience and from continuously refined, TxDOT approved, DB project plans.

Quality Management (QM). QM VARs prioritize the validation of materials and work, continual improvement, and personnel requirements. As demonstrated in the Quality Management Plan (QMP), Professional Services QMP, and Construction QMP, our QM VARs require communication above and beyond the current requirements. The QM VARs target faster and broader notification, providing increased transparency to TxDOT. Quality is everyone's responsibility. Our project management team leads by example first, always, and champions this core tenant. We will hold regular trainings as a supplement to this walk-the-talk approach, to continually instill this policy.

Design and Construction Plan. LSC's overall execution plan is construction developed, block schedule supported, and flexible throughout execution. The construction staging and sequencing drives the schedule and our approach to traffic management. Early work will include utilities, permanent tolling and Intelligent Transportation Systems (ITS) duct bank and drainage. It is critical to coordinate with the Systems Integrator to establish the permanent ITS and toll system early in the Project. Coordination among functions and disciplines remains key as we phase construction across the alignment, minimizing traffic switches and maximizing work zones, to drive to completion and enter the capital maintenance phase.

Disadvantaged Business Enterprise. LSC will achieve the Project's 12.5 percent DBE requirement using tailored work packages to maximize opportunities. LSC engages DBEs through outreach events and technical trainings.