

A. TECHNICAL PROPOSAL ORGANIZATION & CONTENTS

Following the direction of the Instructions to Proposers, Trinity East Construction (TEC) has organized its response according to the checklist in Exhibit E and contains the requirements of Exhibit B. TEC Concept Plans are included in the Appendices in 11 x 17 and roll plot format. Pursuant to Addendum 2, our Preliminary Project Baseline Schedule will be included with the Financial Proposal.

TEC VARs and D&C solutions are derived from our best practices and lessons learned as a result of having reconstructed and opened early several major highways within the DFW Metroplex including the adjacent portion of I-635 LBJ, NTE and I-35W amounting to \$4.6B worth of design-build projects.

B. QS CHANGES

TEC has no changes to the QS.

C. ORGANIZATION CHANGES

TEC has not changed Equity Members, other Major Participants or Key Personnel since submission of the QS.

D. MANAGEMENT STRUCTURE

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

TEC Team Structure

- Proposer and DB Contractor: TEC (Ferroval Agroman and Webber)
- Lead Independent Quality Firm: Pavetex
- Lead Engineer: JSE-Othon

KEY PERSONNEL COMMITMENT

Each Major Participant with key personnel commits to provide the specified individuals:

- Ferroval Agroman – Project Manager Pablo Molla
- Webber – Construction Manager Andy Foster
- Pavetex – IQFM Marvin Garcia, PE; PSQAM Danny Brown, PE
- JSE – Design Manager, Bob Gray, PE
- Othon – MOT Design Engineer Danny Davila, PE

E. TECHNICAL SOLUTIONS SUMMARY

1. PROJECT MANAGEMENT

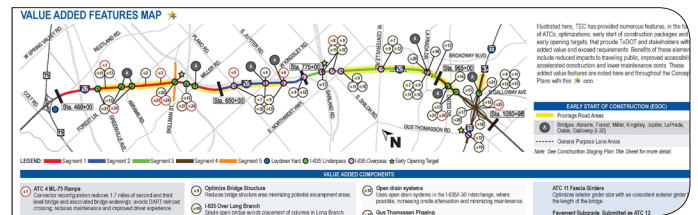
TEC identified a significant number (many more than fit in one page limit) of Value Added Responses (VARs) or proposal commitments that exceed the requirements of the Project Management Plan. We have included the VARs that provide superior benefits and value to TxDOT and/or result in outstanding improvements in implementation of the Project.

2. QUALITY MANAGEMENT

TECs quality VARs exceed the requirements of the Quality Management Plan and improve the overall quality of the project. For example, we commit to certifying the project ISO 9001:2015. The VARs bring best practices, lessons learned and unique solutions from similar projects.

3. DESIGN & CONSTRUCTION PLAN

TEC has provided numerous value added features, in the form of ATCs, optimizations, early start of construction packages and early opening targets, that provide TxDOT and stakeholders with added value and exceed requirements. Benefits of these elements include reduced impacts to traveling public, improved accessibility, accelerated construction and lower maintenance costs. These added value features are noted throughout the Concept Plans with this ★ icon. Our construction staging plans have been optimized to minimize traffic disruptions and improve the construction schedule (Table 1). TEC's ATCs are summarized in Table 2. Working with TxDOT and major stakeholders, we will continue to refine and find new solutions and optimizations.



Value Added Features Map included with the Concept Plans in the Appendices

F. DBE APPROACH

TEC will facilitate DBE participation while providing the resources economic growth and success. We have a proven record of exceeding participation goals through effective comprehensive compliance strategies to monitor and ensure regulatory compliance. We will utilize outreach initiatives such as customized work packages as well as provide mentoring and training. We will use our proven strategies, lessons learned and best practices to ensure we achieve our VAR of at least 10% DBE participation.

PROJECT	GOAL	RESULT
I-635 LBJ	\$177M	\$290M
NTE 1 & 2	\$127M	\$217M
I-35W (3A)	\$53M	\$100M