

The image features a top half with a light blue aerial photograph of a city, showing roads, buildings, and green spaces. A diagonal line separates this from the bottom half, which is a solid dark blue background with a repeating pattern of interlocking circles. The text 'SECTION A - Executive Summary' is positioned in the dark blue area.

SECTION A - Executive Summary

Executive Summary

A) Organization of Technical Proposal

Archer Western/Sundt JV (AWS) has organized our proposal according to the RFP Requirements: (a) Executive Summary; (b) Proposer Information, Certifications and Documents (Forms A-F and Forms H-O); (c) Technical Solutions; and (d) Appendices followed by the required Price Proposal.

B) Summary of any Changes to QS

AWS has not made any changes to our qualifications statement that was submitted on June 25, 2020.

C) Changes to Organization, Equity Members

AWS has not made any changes to our organization, including Equity Members and Major Participants.

D) Summary of Proposed Management, day-to-day operation, and a statement that each Major Participant has committed to provide the specified people

Summary of Proposed Management

Our team is led by Project Manager Mark Smith, who brings his experience managing TxDOT's I-35E Phase I Project and strong local contracting relationships. He is supported by:

- Abel Ortiz, Construction Manager
- Philip Hanley, PE, Design Manager
- Will Martinez, PE, Lead Maintenance of Traffic (MOT) Design Engineer
- Bruce Nipp, PE, Professional Services Quality Assurance Manager
- Chad Pollard, PE, Independent Quality Firm Manager

This team has full authority to authorize the necessary resources to execute the project, and is supported by a JV Executive Committee comprised of corporate executives.

Decision Making and Day-to-Day Operational Structure

The responsibility for effective management, execution and decisions making primarily resides with three Key Personnel:

- Management decisions – Project Manager, Mark Smith
- Construction decisions – Construction Manager, Abel Ortiz
- Design decisions – Design Manager, Phillip Hanley, PE

Our design and construction organization is integrated to provide informed decision-making at the proper levels; resulting in thoughtful solutions that are communicated throughout the organization. Decisions are collaborative, which is fostered through multi-discipline Technical Work Groups and interdisciplinary coordination to drive timely issue resolutions.

Commitment Statement

AWS and its Major Participants commit the individuals identified by name to the Project for the positions specified.

E) Summary of Technical Solutions

Project Management

AWS submits ten VARS that exceed the Project Management Plan requirements. Please see page 1 for more information.

Quality Management

AWS submits ten VARS that exceed Quality Management requirements. Please see page 2 for more information.

Design and Construction Plan

Our team brings TxDOT personnel with corridor experience from our I-35E Phase I Project. We know TxDOT is most concerned with MOT, and we address those concerns with certainty by:

- Minimizing traffic shifts throughout each phase of construction - improving driver expectations and safety
- Maintaining existing number of lanes required for all roadways throughout construction and only reduced where allowed by Specifications - significantly limiting impacts to adjacent property owners and improving traffic flows.
- Overnight closures are appropriately sized and scoped to avoid A and B closure periods - limiting impacts to traveling public, improving safety, and reducing costs
- Ramp phasing and access/egress is optimized by VISSIM modeling - improving travel time and Level of Services (LOS) while eliminating alternatives with negative impacts

With our corridor knowledge, we know maintaining business and residential access is paramount. Our strategies include:

- Conducting property owner walks to facilitate coordination of driveway access
- Implementing signing, detouring and phasing of driveway closures to maintain access; utilizing high early strength concrete for driveways requiring quick turnaround.

F) Approach to Satisfying DBE Requirements

AWS has a long history of exceeding the D/M/WBE goals on large transportation projects in the North Texas area. This history has led to more than \$700M of work subcontracted to D/M/WBE firms in the past 10 years.

With this history and reputation in the area, we commit to exceed the stated DBE goal of 12.5%.