

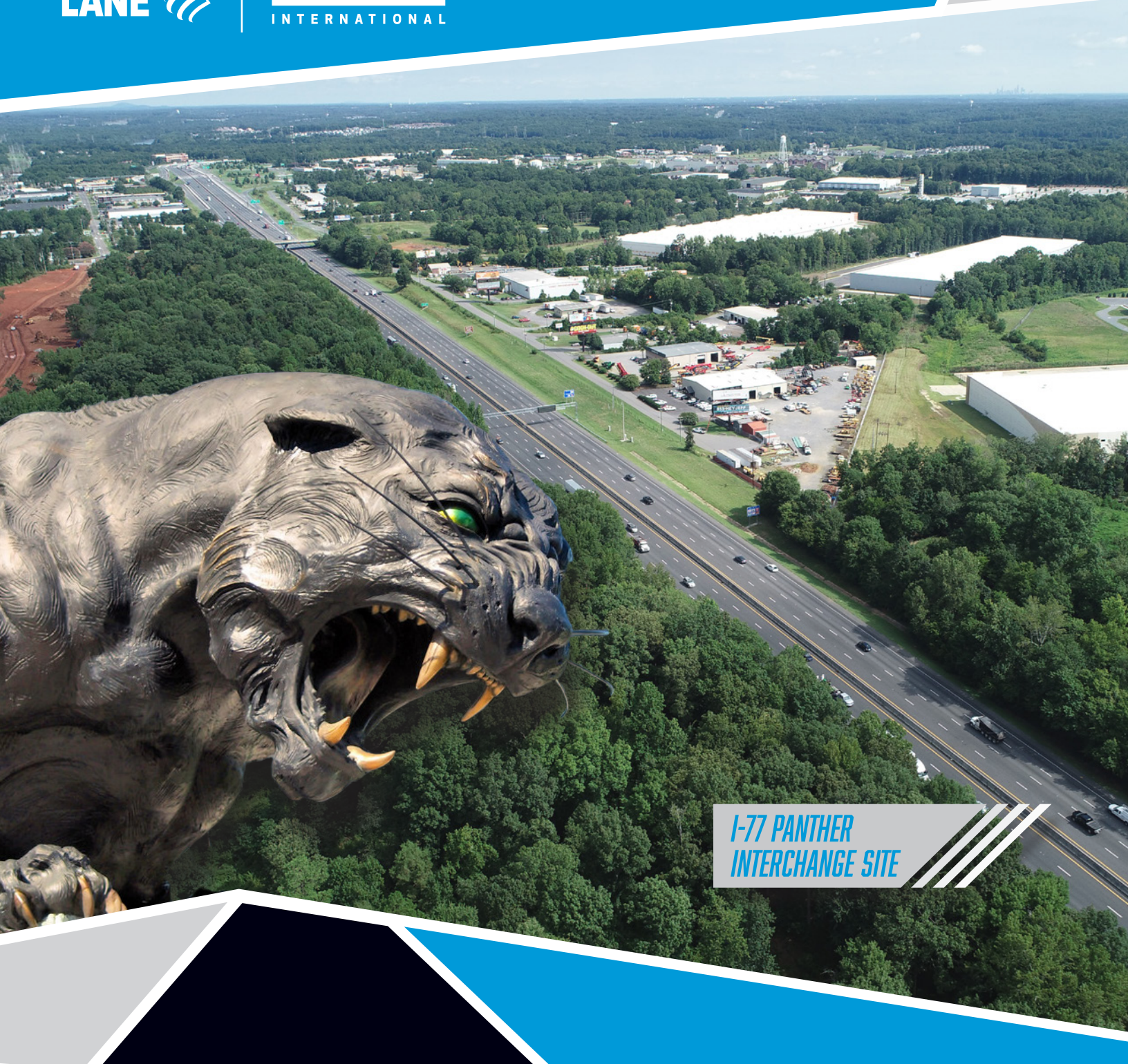
STATEMENT OF QUALIFICATIONS

INTERSTATE 77 PANTHER INTERCHANGE DESIGN-BUILD – YORK COUNTY

Project ID P038652 | August 21, 2020 | The Lane Construction Corporation



Michael Baker
INTERNATIONAL



**I-77 PANTHER
INTERCHANGE SITE**

3.2 INTRODUCTION

Since 2000, The Lane Construction Corporation (Lane) and Michael Baker International, Inc. (MBI) have successfully delivered quality projects in the Carolinas as a collaborative design and construction team.

Our integrated team brings proven experience on recent design-build (DB) projects; local resources and execution capabilities; and SCDOT knowledge and expertise in

design, quality, and construction. We bring a proven partnering approach, procedures, and aligned cultures from our 20+ year history of delivering transportation facilities in South Carolina and beyond. Lane and MBI have worked together on more than \$1.1 billion in DB projects nationwide.



OUR HISTORY IN SOUTH CAROLINA



60+ years (Lane)

39+ years (MBI)

- ✓ Solid SCDOT heritage
- ✓ History teaming together on DB projects in the Carolinas and nationally since 2000
- ✓ Notable Projects: I-85 Cherokee County Phase 3, I-385 Improvements, & US 17 (ACE Basin) Improvements

3.2.1 Contracting Entity: The Lane Construction Corporation is the sole entity with whom SCDOT will be contracting. David J. Rankin, PE, has the authority to sign contracts on behalf of Lane.

Name	Mailing Address	Phone	Email
David J. Rankin, PE	6125 Tyvola Centre Drive, Charlotte, NC 28217	704-679-0532	djrankin@laneconstruct.com

3.2.2 Proposer's Points of Contact for Procurement:

Name	Mailing Address	Phone	Email
Martin Grem, PE, DBIA	6125 Tyvola Centre Drive, Charlotte, NC 28217	704-679-0561	msgrem@laneconstruct.com
Renee Tison, PE	700 Huger Street, Columbia, SC 29201	803-231-3948	RTison@MBakerIntl.com

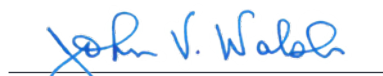
3.2.3 Full Legal Name of Lead Contractor & Lead Designer:

The Lane Construction Corporation is the full legal name of the Lead Contractor/Proposer.

Michael Baker International, Inc. is the full legal name of the Lead Design firm.

3.2.4 Commitment: Lane and MBI have partnered to present SCDOT with a proven team with a history of successful DB project delivery. Our team offers demonstrated local knowledge and resources, cost-effective and schedule-conscious execution, and extensive experience and familiarity with SCDOT's design, construction, and quality procedures and expectations. Lane and MBI confirm the commitment that all key individuals identified within this SOQ will meet or exceed SCDOT's quality and schedule expectations, and they are available for the full duration of the I-77 Panthers Interchange project.


David Rankin (Lane)

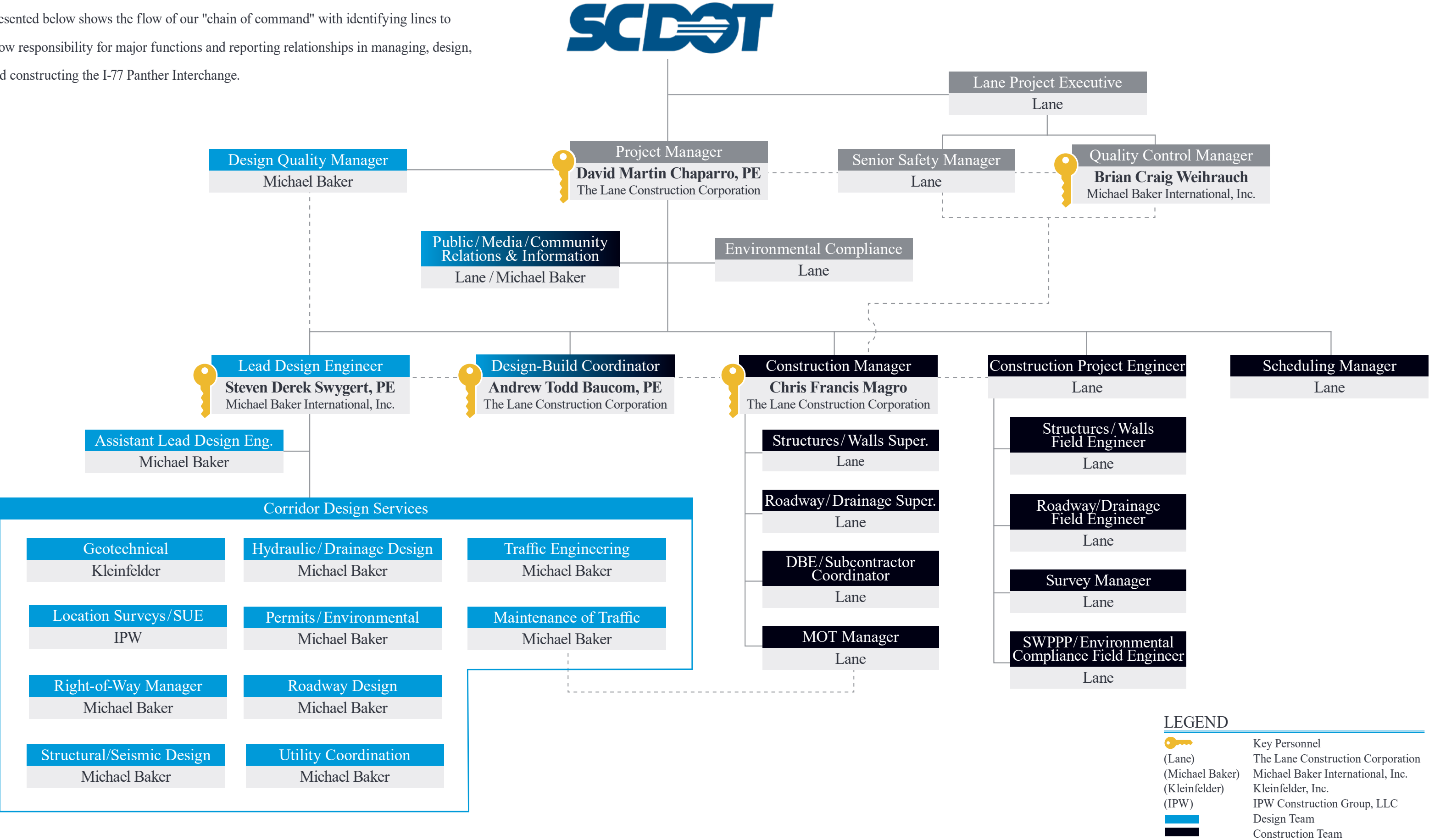

John Walsh (Michael Baker)

OUR TEAM



3.3 TEAM STRUCTURE & PROJECT EXECUTION

3.3.1(a) **Organizational Chart & Team Structure:** The organizational chart presented below shows the flow of our "chain of command" with identifying lines to show responsibility for major functions and reporting relationships in managing, design, and constructing the I-77 Panther Interchange.



LEGEND

	Key Personnel
(Lane)	The Lane Construction Corporation
(Michael Baker)	Michael Baker International, Inc.
(Kleinfelder)	Kleinfelder, Inc.
(IPW)	IPW Construction Group, LLC
	Design Team
	Construction Team

3.3.1(b) D-U-N-S Numbers for All Firms:

The Lane Construction Corporation	Michael Baker International, Inc.	Kleinfelder, Inc.	IPW Construction Group, LLC
00-691-7504	08-023-2628	14-470-8682	078763453

3.3.1(c) Team Structure & Integration: Lane will serve as the sole contracting entity with SCDOT. MBI will serve as Lead Designer under direct contract to Lane. Project Manager David Chaparro (Lane) will have singular responsibility for leading all project personnel. A management team of direct reports will assist David in managing respective functions of the project, including design, construction, safety, and project administration. Construction Manager Chris Magro (Lane) will manage and coordinate all field personnel and daily construction operations and will report directly to David. Lead Design Engineer Steve Swygert, PE (MBI) will head the design and coordinate the work of all design functions. Steve will report to David and work closely with Design-Build Coordinator Drew Baucom, PE (Lane), who will serve as a liaison between the design and construction managers and promote communication among disciplines. These four individuals form the core group to execute operations and activities for the project.

Quality Control Manager Brian Weihrauch (MBI) will coordinate with the SCDOT Resident Engineer and report directly to the Lane District Manager for the Carolinas. Our team has been structured to capitalize on the strengths of each design firm, including subconsultants Kleinfelder, Inc. (Kleinfelder) for geotechnical services and IPW Construction Group, LLC, (IPW) for SUE/survey services. These subconsultants will be under direct contract with MBI.

These individuals will function as an integrated team by taking advantage of local access to resources; drawing on established, local relationships; instituting new technologies and innovative resources; and incorporating proven best practices and procedures acquired from many years of organizational collaboration. Lane and Michael Baker have four long-standing offices located throughout the Carolinas, including three in Charlotte and Columbia, within 60 miles of the project site. Drew and Steve will be based out of these offices during the preconstruction phase and will join David and Chris on-site, as they begin project activities and transition from their current regional assignments.

This hometown project team collectively has 111 years of local and regional highway transportation experience to provide the connections and network necessary to expedite this project. In addition to this local resource powerhouse, Lane's technology-driven schedule and survey departments are housed in our local Charlotte office. This enables us to rapidly mobilize to provide for design and construction solutions as well as immediately respond to SCDOT and local stakeholders as needed.

3.3.1(d) Previous Teaming Success: Lane and MBI have successfully worked together on several SCDOT projects in the past and are currently partnered on the \$181 million I-85 Cherokee County Phase 3 DB project. Prior teaming experience also includes the \$65 million I-385 Improvements DB in Greenville, SC, which consisted of 7 miles of improvements, road and bridge widening, repaving, and ramp rehabilitation; the \$75 million US 17 (ACE Basin) Improvements DB providing safety improvement upgrades to 15 miles of US 17 and widening the two-lane roadway to a four-lane divided highway in Colleton County; and the \$135 million Knightdale Bypass DB in Wake County, NC.

XII

Our Key Personnel have worked together on multiple highway and bridge projects in the Carolinas over the past 12 years.

Previous Teaming Success in South Carolina	
I-85 CHEROKEE COUNTY PHASE 3 DESIGN-BUILD – Cherokee County, SC (2016-2022)	
Description	\$181 million Widening 8.4 miles from a 4-lane to 6-lane divided highway, including improvements to existing interchanges and frontage roads, replacement of five bridges, and demo and reconstruction of a Norfolk Southern railroad bridge.
Participation	Lane: <i>Lead Contractor</i> – Roadway widening; bridge and interchange reconstruction; maintenance of traffic (MOT); earthwork; hot mix asphalt; cement treated base; signals; drainage; excavation; guardrail; pavement markings; box culvert; ROW acquisition, railroad coordination; utility relations; community outreach MBI: <i>Prime Engineering Consultant</i> – Final design for roadway, drainage, and bridges; geotechnical engineering; right-of-way acquisition; utility relocation coordination; railroad coordination; environmental permit modifications; community relations; preparation of as-built drawings
Key People & Years	Steven Swygert, PE (4 years), David Chaparro, PE (4 years), Chris Magro (4 years), Drew Baucom (1 year)
Reference	SCDOT Shane Parris, PE parrissl@scdot.org 864-490-0466
I-385 IMPROVEMENTS DESIGN-BUILD – Greenville, SC (2010- 2012)	
Description	\$65 million Widened 7 miles of highly congested, urban interstate in Greenville from 4 asphalt lanes to 6 concrete lanes, along with widening two sets of dual bridges. This was the largest ARRA-funded project in SC at the time.
Participation	Lane: <i>Lead Contractor</i> – Roadway and bridge widening; ramp rehabilitation; concrete paving; asphalt rehabilitation; MOT; cross-slope corrections MBI: <i>Engineering Subconsultant</i> – Preliminary designs for two bridge structures, conceptual signing plan, conceptual traffic management plan, coordination with utility service providers
Reference	SCDOT Claude R. Ipock, PE (Mead Hunt) claudr.ipock@meadhunt.com 803-413-5520
US 17 (ACE BASIN) IMPROVEMENT DESIGN-BUILD – Colleton County, SC (2009-2013)	
Description	\$75 million Highway widening from two to four lanes with and safety improvements of 15 miles of US 17 within the environmentally sensitive ACE Basin. Included replacement of two bridges over CSX Railroad and the Ashpoo River.
Participation	Lane: <i>Lead Contractor</i> – Roadway widening; bridge and interchange reconstruction; MOT; earthwork; hot mix asphalt; cement treated base; signals; drainage; excavation; guardrail; pavement markings; box culvert; ROW acquisition, railroad coordination; utility relations; community outreach MBI: <i>Prime Engineering Consultant</i> – Final design for roadway, drainage, and bridges; geotechnical engineering; right-of-way acquisition; utility relocation coordination; railroad coordination; environmental permit modifications; community relations; preparation of as-built drawings
Reference	SCDOT Daniel Burton, PE burtond@scdot.org 843-371-0342

3.3.2 Critical Risks: Understanding project risks and providing strategies to effectively mitigate them, while maximizing opportunity, is vital to project success. Our team members are highly adept in developing and executing plans to identify, prioritize, and manage risk. We will apply our collective DB expertise to ensure these risk items are effectively mitigated to successfully deliver this important project on time, under budget, and focused on quality and safety. Critical risks are described in the table on the following page, followed by our expectations of SCDOT involvement.



		SCDOT/Agency Involvement			
Risk/Impact to Project	Mitigation Strategies	CC	AA	TRA	TI
I Critical Risk – Schedule					
<ul style="list-style-type: none"> • Project finishes after completion date (Timely completion is critical to the project so as to not impact the opening of the Panthers training camp) • Adherence to overall schedule • Adherence to schedule-related commitments • Adherence to critical path activities (concrete placement, asphalt paving, traffic shifts, etc.) • Unforeseen impacts (weather, traffic, etc.) requiring schedule recovery • Design submittal process delays • Permitting delays 	<ul style="list-style-type: none"> » Develop the schedule to meet the needs of SCDOT and their largest stakeholder for this project (Carolina Panthers) » Self-perform the majority of construction activities to control the critical path and enable rapid adjustments as necessary » Leverage Lane's ample resources to facilitate schedule recovery if needed » Conduct weekly meetings with owners, stakeholders, and third parties; weekly internal 3-week look-ahead progress meetings with owner; and daily field briefings » Implement self-imposed construction milestones » Dedicate project personnel to monitor and facilitate adherence to contracted commitments » Embed scheduling resources within the project leadership team » Design to maintain site footprint to mitigate ROW acquisition » Implement a timely design submittal process » Hold early design submittal workshops » Include early works in design submittal and undertake early works » Coordinate with permitting agencies prior to RFC plans 		✓	✓	
II Critical Risk – Maintenance of Traffic					
<ul style="list-style-type: none"> • Zone construction access • Multiple traffic shifts • Access for Panthers facility construction traffic • Local business access 	<ul style="list-style-type: none"> » Investigate alternative methods of work zone separation » Maintain the work zone behind separation walls for an extended period of time » Minimize crane placement for maximum construction use » Coordinate material delivery during non-peak hours » Maintain MOT plan consistently throughout the corridor » Use Smart Work Zone technology in conjunction with aerial technology to provide real-time traffic direction » Assist SCDOT with traffic coordination through our dedicated public relations and community relations firm 	✓	✓	✓	✓
III Critical Risk – Third-Party Coordination					
<ul style="list-style-type: none"> • Construction activity interferes with training facility construction schedule • Impacts to Panthers facility developer and contractor • Impacts to local businesses (Riverworks Business Park, DHL Logistics, etc.) • Utility relocation tie-in delays 	<ul style="list-style-type: none"> » Assign a coordinator to work closely with the Carolina Panthers developer (Barton Malow Mascaro JV) » Invite Panthers facility developer/contractor, affected local businesses, and other potential third parties to weekly project meetings to coordinate and address their specific concerns » Schedule meetings between our dedicated utility coordinator and affected utilities upon award to locate, identify, and schedule utility tie-ins 	✓	✓		
IV Critical Risk – Drainage & Stormwater Management (nearby creek and retention ponds)					
<ul style="list-style-type: none"> • Replacement of Tract 36 closed drainage system and stormwater management ponds impacted by Paragon Way, Ramps 2 & 3 • Conveyance of unnamed tributary to Manchester Creek through proposed project limits • Increased impervious area could result in significant post-construction flowrates for stormwater management systems 	<ul style="list-style-type: none"> » Obtain current data on closed systems/ponds. Reroute closed systems as necessary to accommodate the new interchange elements and relocated ponds downstream of existing locations. » Provide careful design consideration to make sure the stream is properly conveyed through the interchange while minimizing environmental impacts. » Implement stormwater management designs if flows are increased downstream or have the potential to cause property damage. using our team's extensive experience designing stormwater management ponds as well as underground detention systems to accommodate roadway post-development flows. 		✓	✓	✓

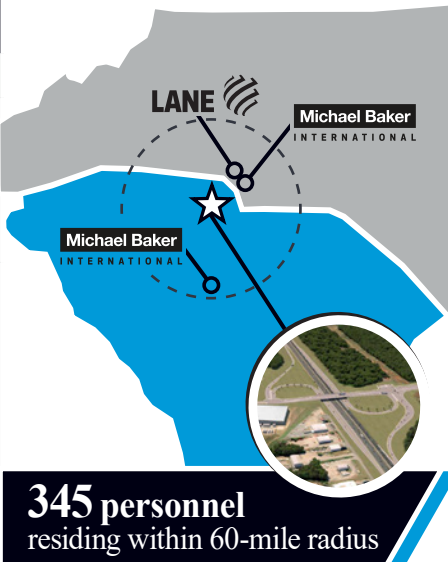
KEY: CC –Coordination/Collaboration | AA – Assessment Analysis | TRA – Time Reviews & Approvals | TI – Timely Inspections

SCDOT Involvement – We expect SCDOT to be actively involved in the coordination, assessment, analysis, review, and inspection of risk. We anticipate this will include fair, realistic, and timely design and submittal reviews, collaboration with the project team in periodic coordination meetings, and stakeholder support to the project team. Specifically, our expectations from SCDOT (and/or other agencies) to address these risks are generally as follows:

- » Coordination and support for obtaining detailed project information for tie points, project terminii for private development, and utility coordination commitments and schedules for sequencing of construction
- » Detailed information related to ITS infrastructure in place
- » Use of ProjectWise, in conjunction with Bluebeam or similar software, to streamline the submittal and review processes
- » Prompt notification of any additional information needed to complete a review
- » Support in coordinating with SCDPS relative to our Incident Management Plan
- » Commitment to participation in preliminary page-turn meetings prior to submittal of substantial design packages
- » Clear understanding and adherence to the project design criteria established in the RFP for purposes of reviews and approvals by the SCDOT project team

3.3.3 Project Resources, Strategies, and Execution

Team Capacity/Available Resources			
LANE 			
3.3.3(a) Implementation of Resources & Self-Performance			
Available Resources	» 500+ personnel in the Carolinas » 2,400 staff across 8 offices nationwide » Charlotte, NC office		» 250 personnel in the Carolinas » 3000+ staff across 95 offices nationwide » Columbia, SC & Charlotte, NC offices » Support from Charleston (roadway & environmental) & Greenville (bridge) offices
Strategies to Implement Available Resources	» Use position as a top SCDOT DB contractor to recruit local workers » Self-perform all critical path work with the exception of specialty items (65-70% of total construction) » Engage local DBEs and small businesses to promote opportunities and achieve participation goals » Leverage ability as being one of the few local contractors capable of self-performing concrete paving		» Self-perform major task items for interchange and bridge design » Use staff in SC/NC offices with past interchange experience and availability for a quick turnaround on proposal and plans
Self-Perform	» Earthwork » Drainage » Pavement Substructure » Fine Grading » MOT	» Concrete Bridge Structures » Bridge & Wall Foundations » Retaining Walls » Sound Wall	» Roadway Design » Bridge Design » Hydraulic Design » MOT Plans » Environmental Support » Design Management Coordination » PM/Signing » ITS (as needed) » Utility Coordination » ROW Support
Potentially Subcontracted Major Tasks	» Public Information & Relations » Traffic Signals » Signage (overhead & general) » Erosion & Sediment Control » Asphalt Paving		» Geotechnical Exploration & Design » Survey & SUE

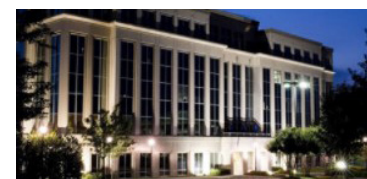


Locations depicted are regional offices available to support the I-77 Panther Interchange project

3.3.3(b) Geographic Location: As depicted in the graphic on Page 6, the three regional offices supporting the I-77 Panther Interchange project are located within 60 miles of the project site. The two Charlotte offices are located approximately 14 miles from the site, and the Columbia office is 60 miles from the site – all less than an hour drive along I-77. These offices have teamed together and collaborated on prior projects, including the current I-85 Cherokee County Phase 3 DB project. The physical proximity of our offices to each other and the project site have allowed Lane and Michael Baker to fully integrate our teams to enhance communication, issue resolution, and project execution for the local I-85 project. Each of our Key Personnel live within a short commute to the project site and are readily available to support this project through regularly scheduled in-person and remote meetings, and on-site field visits. Integration of our team will be further enhanced by co-locating design and construction personnel to allow for immediate resolution to potential issues as they are identified. Upon award of the project, Lane will establish an on-site project office that will serve our operations and continue to allow effective design collaboration.



Lane – Charlotte
(14 miles from site)



MBI – Charlotte
(14 miles from site)



MBI – Columbia
(60 miles from site)

3.4 EXPERIENCE OF KEY INDIVIDUALS

3.4.1 Licensure: All team members and firms hold the SCDOT-required licensure to perform the work. All design reports, plans, and foundation designs will be signed and sealed by an unrestricted South Carolina Registered Professional Engineer.

3.4.2 Key Individual Roles: Identified key personnel have singular responsibility for assignment to key roles.

3.4.3 Key Individual Resumes: Key Individual resumes can be found in [Appendix A](#).

3.4.4 Project Management Team:

The project management team has the experience and expertise in all phases of roadway and bridge construction required to successfully deliver the I-77 Panther Interchange project.

Select Roadway, Interchange & Bridge Projects in South Carolina & North Carolina	Key Personnel Experience				
	David Chaparro	Drew Baucom	Steve Swygert	Chris Magro	Brian Weihrauch
SCDOT I-85 Widening Phase 3 Cherokee County	✓	✓	✓	✓	
SCDOT US 17 (ACE Basin) Improvements			✓		
SCDOT SC 707 Widening					✓
NCDOT I-85/I-485 Interchange	✓			✓	
NCDOT I-40/I-77 Interchange		✓			
NCDOT Brawley School Road Widening		✓		✓	
NCDOT I-85 Widening Rowan County		✓		✓	
NCDOT I-85 Widening Cabarrus County	✓			✓	
NCDOT I-40/US 52 Pavement Rehabilitation	✓				
NCDOT US 64/Knightdale Bypass			✓		
CSX Carolina Connector Intermodal Rail Terminal					✓

3.4.4(a) Project Management Team – Project Manager:



David Chaparro, PE, Project Manager

23 years experience | 11 years in construction leadership roles

- » Leadership roles on complex projects for 11 years
- » Delivered 100% of all projects on time
- » 3 consecutive projects delivered without a lost time accident
- » Safety, environmental, and quality success

Serving as the Project Manager, David Chaparro, PE, will be responsible for delivery of the project in accordance with the contract requirements. He will have the authority to make final decisions on behalf of Lane and communicate directly with SCDOT. David will serve as the primary contact with

SCDOT. He will be on-site during construction and will attend and lead weekly status meetings during the design and construction phases and at SCDOT's request. He will be assigned solely to this project and will not have responsibilities to other projects. David has more than 20 years of experience and expertise, and has managed highway transportation projects of similar scope, magnitude, and complexity. *David is currently serving as the Lead Area Project Engineer for the I-85 Widening Design-Build, Phase 3 Cherokee County project. In this role, he has worked directly with MBI and Lane staff, including key personnel members Steve Swygert, Chris Magro, and Drew Baucom.* Further details are provided in his resume in [Appendix A](#).

3.4.4(b) Project Management Team – Design-Build Coordinator:



Drew Baucom, PE, Design-Build Coordinator

23 years experience | 15 years highway experience

- » Facilitated design coordination on 5 projects totaling \$1.4 billion
- » Successful career working on design-build projects since 2012
- » More than 15 years construction experience working in the field
- » Proficiency in tracking and integrating design and construction

As the Design-Build Coordinator, Andrew "Drew" Baucom will be responsible for the daily coordination of the project. Although the primary point of contact with SCDOT is the Project Manager, Drew will also provide communications as needed. He will be assigned solely to this project and will not

have responsibilities to other projects. He will be on-site during construction and will attend weekly status meetings during the design and construction phases and at SCDOT's request. Drew has more than 20 years of experience and expertise, and has delivered highway transportation projects of similar scope, magnitude, and complexity. *Drew is currently serving as the Design-Build Manager for the I-85 Widening Design-Build, Phase 3 Cherokee County project. In this role, he has worked directly with MBI and Lane staff, including key personnel members Steve Swygert, Chris Magro, and David Chaparro.* Further details are provided in his resume in [Appendix A](#).

3.4.5 Design Engineering Team: The design engineering team has the experience and expertise in all phases of roadway and bridge structure design required to successfully deliver the I-77 Panther Interchange project.

3.4.5(a) Design Engineering Team – Lead Design Engineer:



Steve Swygert, PE Lead Design Engineer

28 years experience | 20 years managing highway design

- » Successfully led more than 30 projects as Lead Design Engineer
- » 21-year history working on design-build projects in South Carolina
- » History of leading ACEC award-winning SC and national projects
- » Experience managing the design of complex interchange projects

Serving as the Lead Design Engineer, Steve Swygert, PE, will be responsible for all aspects of project design under the oversight of the Project Manager. During the design phase, he will be dedicated to this project, attend all project meetings, and be available to SCDOT as needed. Steve has nearly 30

years of experience and expertise in the design of highway transportation projects of similar scope, magnitude, and complexity, and is a Professional Engineer in the State of South Carolina. *Steve most recently served as the Lead Design Engineer for the I-85 Widening Design-Build, Phase 3 Cherokee County project, successfully leading the completion and approval of RFC Plans. This is the same role he will perform on the I-77 Panther Interchange project. He has worked directly with Lane on similar projects, including key personnel members David Chaparro, Chris Magro, and Drew Baucom.* Further details are provided in his resume in [Appendix A](#).

3.4.6 Construction Management Team: The construction management team has the necessary leadership, knowledge, and experience required to safely deliver the I-77 Panther Interchange project on time..

3.4.6(a) Construction Management Team – Construction Manager:



Chris Magro Construction Manager

17 years experience | 15 years highway construction

- » Successfully delivered five interstate interchange projects
- » Delivered 100% of all projects on time
- » Implemented employee-based safety programs on every project
- » Safety, environmental, and quality success

Serving as the Construction Manager, Christian "Chris" Magro will be responsible for managing all aspects of construction under the oversight of the Project Manager. For the duration of construction, he will be dedicated solely to this project, with no other assigned project responsibilities He will not

be utilized on any other project, and will be on-site during all construction activities. Chris has more than 20 years of experience and expertise in the construction of highway transportation projects of similar scope, magnitude, and complexity. *Chris is currently serving as the Construction Manager for the I-85 Widening Design-Build, Phase 3 Cherokee County project. In this role, he has worked directly with MBI and Lane staff, including key personnel members Steve Swygert, David Chaparro, and Drew Baucom.* Further details are provided in his resume in [Appendix A](#).

3.4.6(b) Construction Management Team – Quality Control Manager:



Brian Weihrauch Quality Control Manager

20 years experience | 10 years of QA/QC experience

- » QA/QC roles on transportation projects valued up to \$2.4 billion
- » Experience in roadway/structural inspection and oversight
- » Leadership in QA/QC processes and contract compliance
- » Training to become a Certified Construction Manager (CCM)

Serving as the Quality Control Manager, Brian Weihrauch will be responsible for ensuring all workmanship and materials are in compliance with the contract requirements. He will coordinate with the SCDOT Resident Construction Engineer (RCE) for all QA & IA testing. He will report

to a responsible officer of the entity with whom SCDOT has contracted and will maintain objectivity by not reporting directly to the Project Manager or other project personnel. Brian has more than 10 years of experience and expertise in the QA/QC of highway transportation projects and has experience and expertise in the QC management of highway transportation projects of similar scope, magnitude, and complexity. Further details are provided in his resume in [Appendix A](#).

3.5 PAST PERFORMANCE OF THE TEAM

3.5.1 Experience of Proposer's Team: Work History Forms for the Lane Team are included in [Appendix B](#).

3.5.2 Quality of Past Performance: Responses to the questions in Section 3.5.2, as well as applicable Work History Form sections, are shown in [Appendix C](#). Within the last five years, Lane has not been debarred, disqualified from bidding, or declared ineligible for work by any entity, nor are any such actions pending.

3.6 LEGAL AND FINANCIAL

3.6.1 Financial Capacity: A notarized affidavit executed by an officer of Lane is included in [Appendix D](#).

3.6.2 Bonding Capacity: Lane's surety letter is included in [Appendix D](#).

3.6.3 Organizational Agreements: Not applicable to this pursuit.

3.7 ORGANIZATIONAL CONFLICTS OF INTEREST

Signed Conflicts of Interest forms are included in [Appendix E](#).

3.8 SCDOT PREQUALIFICATION CERTIFICATION

Lane's SCDOT Prequalification Certificate is included in [Appendix D](#).

APPENDIX A ***KEY INDIVIDUAL RESUMES***



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: David Martin Chaparro, PE Area Project Engineer
b.	Role of Key Individual for this Project: Project Manager
c.	Name of Firm with which you are now associated: The Lane Construction Corporation
d.	Years of Experience: With this Firm <u>16</u> Years With Other Firms <u>7</u> Years The Lane Construction Corporation <ul style="list-style-type: none"> Area Project Engineer – Responsible for overseeing all operational project engineering functions and managing project engineering staff for roadway and bridge projects within the Carolinas region. 2018 – Present Project Manager – Responsible for the management and facilitation of all aspects of projects from start to finish, including daily operations, planning, and subcontractor management. 2016 – 2018 Senior Project Engineer – Responsible for leading project engineering team and serving as the senior engineer on roadway and bridge projects. 2011 – 2016 Assistant Project Engineer – Responsible for assisting with management of the project engineering team on roadway and bridge projects. 2009 – 2011 Job Engineer – Responsible for providing field engineering, quality control and testing, reviewing contract documents and submittals, supervising subcontractors, scheduling, and performing other project engineering duties as needed. 2004 – 2009 Graña y Montero S.A. (Peru) <ul style="list-style-type: none"> Job Engineer – Responsible for providing engineering and management tasks for projects within the infrastructure, utility, and commercial construction industries. 1997 – 2002
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): NC State University, Raleigh, NC / Master of Civil Engineering / 2004 / Construction Engineering & Mgmt Pontifical Catholic University of Peru, Lima, Peru / Bachelor of Science / 1996 / Civil Engineering
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2009 / NC / Professional Engineer - Civil / 035684
g.	Document the extent and depth of your experience and qualifications relevant to the Project. 1. <u>I-85 Widening Phase 3 Cherokee County – P027116</u> Key Personnel Role: Area Project Engineer Experience with Current Firm: Yes – The Lane Construction Corporation Project/Assignment Duration: Project 2016-2021, Assigned 2018-present Owner Contact Information: SCDOT, Shane Parris, PE, (864) 490-0466, parrissl@scdot.org Design/Construction Value: \$181,700,000 (contract value) Project Description: This design-build project includes the widening and improvement of a busy segment of I-85 connecting the Spartanburg, SC and Charlotte, NC metropolitan areas. Approximately eight miles of the existing interstate highway will be widened from four lanes to a six-lane facility, adding one lane in each direction. The scope includes the reconstruction of four interchanges, replacing an existing Norfolk Southern railroad bridge, improvements to connecting frontage roads, improved geometrics, and the elimination of 1950's slip ramps. The project enhances the safety along the existing facility, reduces traffic congestion on I-85, and corrects deficient elements along the mainline, ramps, and interchanges. As the Area Project Engineer, David oversees engineering functions of the project, provides the leadership and management necessary to ensure the engineering functions have the proper operational controls, administrative and reporting procedures, and systems in place. Additionally, David is actively managing the utility coordination scope of this project.
	2. <u>I-40/US52 Concrete Rehab. Design-Build Project – C203967 Forsyth County</u> Key Personnel Role: Project Manager Experience with Current Firm: Yes – The Lane Construction Corporation Project/Assignment Duration: Project 2017-2018, Assigned 2017-2018 Owner Contact Information: NCDOT, Jordan Scott PE, (336) 293-9610, jscott1@ncdot.gov Design/Construction Value: \$13,000,000 (contract value) Project Description: The main scope of work of this design-build project consisted of removing and replacing existing damaged jointed concrete slabs and placing new jointed concrete pavement. NCDOT's intention for this project was to improve the cloverleaf interchange of I-40 & US52 to handle expected traffic volume increases from

a 2-year shutdown of Business 40, a highway that runs parallel to I-40 through Winston-Salem, NC. This project was complex due to the challenge of replacing a significant amount of concrete pavement within a single construction season under highly heavy time restrictions and high traffic volumes. David was responsible for managing all aspects of the project from start to finish, including overall planning and scheduling, overseeing field operations, coordination with NCDOT, and design-build coordination.

3. I-85/I-485 Turbine Interchange – C202523 Mecklenburg and Cabarrus Counties

Key Personnel Role: Senior Project Engineer

Experience with Current Firm: Yes – The Lane Construction Corporation

Project/Assignment Duration: Project 2011-2015, Assigned 2011-2015

Owner Contact Information: NCDOT, Virginia Mabry, (919) 707-6604, vmabry@ncdot.gov

Design/Construction Value: \$98,700,000 (contract value)

Project Description: The project consisted of the design and construction of a turbine interchange for Interstate 85 and Interstate 485. The widening of I-85 and I-485 was needed to accommodate the new interchange configuration and to match the improvements taking place in nearby projects. Improvements were also needed along existing I-485 and on side roads. The project involved significant road construction, ramps, and landmark bridge structures, all in the heavily populated urban area of Charlotte, NC, requiring complex traffic management to alleviate congestion in an already highly traveled area. Lane proposed the 2-level turbine interchange for this project as it allowed for a significant reduction of earthwork and eliminated the need to haul material from off-site, drastically reducing construction cost by more than \$30 million. David was responsible for on-site project administration, engineering, scheduling, subcontractor management, and project controls. He performed overall project planning and supported management of field operations. He coordinated the project design with the Design Partner firm.

4. I-85 Over Yadkin River - C202383 Rowan and Davidson Counties

Key Personnel Role: Assistant Project Engineer

Experience with Current Firm: Yes – The Lane Construction Corporation

Project/Assignment Duration: Project 2010-2013, Assigned 2010-2011

Owner Contact Information: NCDOT, P. Kelly Seitz, (704) 630-3220, kseitz@ncdot.gov

Design/Construction Value: \$136,000,000 (contract value)

Project Description: This \$136 million design-build project consisted of upgrading approximately seven miles of I-85 in Davidson and Rowan counties, North Carolina. Work included the widening of the road from four to eight lanes, realigning the roadway to eliminate sharp curves, and improving interchanges. The project also included replacement of the structurally deficient Yadkin River Bridge with a 2,700-foot-long, two-lane bridge and rail improvements to facilitate future high-speed rail and add new freight tracks. David assisted the project management with scheduling, field engineering, job costs, and submittals and document control. David also assumed the responsibilities of Quality Control Manager on this project, ensuring that the project was compliant with the design specifications, and that construction activities were done in accordance with the project quality plan.

5. I-77 Widening Yadkin County – C201269

Key Personnel Role: Senior Job Engineer

Experience with Current Firm: Yes – The Lane Construction Corporation

Project/Assignment Duration: Project 2007-2009, Assigned 2007-2009

Owner Contact Information: NCDOT, Mark Freeman, PE (retired)

Design/Construction Value: \$60,000,000 (contract value)

Project Description: This \$60 million design-build project consisted of the reconstruction of 6.6 miles of I-77 in western North Carolina. The project incorporated a major intersection at US-421, where the bridges were raised to match the elevation of the overlaid roadway. Work included production and placement of concrete pavement, asphalt pavement, earthwork, drainage system, signage, and roadside development. ***This project was completed one month ahead of schedule.*** David was responsible for quality control management, which included earthwork and grading supervision and testing, concrete field testing, road profile testing, scanning of concrete pavement joints, and oversight of the improvements needed to achieve compliance with specifications. He was also involved in the planning and coordination of the work, including the maintenance of traffic, drainage, coordination and supervision of quality and workmanship of subcontractors, preparation of permit applications to construct and operate the concrete plant, and monitoring and control of project cost and schedule.

- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

David is currently assigned to the I-85 Widening Phase 3 project in Cherokee County, SC. This project is slated for completion in Fall 2021, prior to the start of construction on the I-77 Panther Interchange, making David fully available to serve on this project.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Andrew Todd Baucom, PE Design-Build Manager
b.	Role of Key Individual for this Project: Design-Build Coordinator
c.	Name of Firm with which you are now associated: The Lane Construction Corporation
d.	Years of Experience: With this Firm <u>23</u> Years With Other Firms <u>0</u> Years The Lane Construction Corporation <ul style="list-style-type: none"> Design-Build Manager – Responsible for interfacing and facilitating communication between roadway designers and construction operations from onset of the project through successful delivery. 2019 – Present Design-Build Pursuit Manager – Responsible for facilitating design and construction collaboration during technical work group meetings and ATC development for new business pursuits with values of \$100 million or more in the southeast region. 2012 – 2019 Project Manager/Superintendent – Responsible for managing roadway and bridge field operations and overseeing subcontractor work progress. 2003 – 2012 Project Engineer – Responsible for oversight of project activities, coordination of field work and subcontractors with the owner, and maintaining the project schedule and project budget. 1998 – 2003
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): University of North Carolina at Charlotte, Charlotte, NC / Bachelor of Science / 2003 / Civil Engineering Central Piedmont Community College, Charlotte, NC / Associates in Applied Science / 1997 / Surveying
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2017 / NC / Professional Engineer - Civil / 046013 2006 / NC / General Contractor / 75999
g.	Document the extent and depth of your experience and qualifications relevant to the Project. 1. <u>I-85 Widening Phase 3 Cherokee County – P027116</u> Key Personnel Role: Design-Build Manager Experience with Current Firm: Yes – The Lane Construction Corporation Project/Assignment Duration: Project 2016-2021, Assigned 2019-present Owner Contact Information: SCDOT, Shane Parris, PE, (864) 490-0466, parrissl@scdot.org Design/Construction Value: \$181,700,000 (contract value) Project Description: This design-build project includes the widening and improvement of a busy segment of I-85 connecting the Spartanburg, SC and Charlotte, NC metropolitan areas. Approximately eight miles of the existing interstate highway will be widened from four lanes to a six-lane facility, adding one lane in each direction. The scope includes the reconstruction of four interchanges, replacing an existing Norfolk Southern railroad bridge, improvements to connecting frontage roads, improved geometrics, and the elimination of 1950's slip ramps. The project enhances the safety along the existing facility, reduces traffic congestion on I-85, and corrects deficient elements along the mainline, ramps, and interchanges. Drew was responsible for assisting with review of RFC plans for constructability, tracking variances between bid and RFC quantities, evaluating design schedule with construction activities, participating in weekly design meetings, and facilitating open communication between the design and construction teams.
	2. <u>I-40/I-77 Interchange - I-3819B/U-6039 Statesville, NC</u> Key Personnel Role: Design-Build Manager Experience with Current Firm: Yes – The Lane Construction Corporation Project/Assignment Duration: Project 2018-2022, Assigned 2019-Present Owner Contact Information: NCDOT, Matthew Evans, PE, (704) 380-6050, mevans8@ncdot.gov Design/Construction Value: \$260,290,000 Project Description: Project includes the reconstruction of the existing I-40/I-77 cloverleaf interchange to a turbine system-to-system interchange on a critical junction in NC. The project widens I-40 (concrete) and I-77 (asphalt) in each direction for 1-2 miles along two of North Carolina's main corridor interstate facilities and modifies additional interchanges. In addition to mainline work, the project reconstructs the I-77 & Broad Street interchange and implements access management strategies on Broad Street through median installations, signal upgrades, and road realignments. Drew was responsible for assisting with review of RFC plans for constructability, tracking variances between bid and RFC quantities, evaluating design schedule with construction activities, participating in weekly design meetings, and facilitating open communication between the design and construction teams.

3. I-440 Widening & Improvements D-B – U-4437/U-2719 Wake County

Key Personnel Role: Design-Build Manager

Experience with Current Firm: Yes – The Lane Construction Corporation

Project/Assignment Duration: Project 2018-2023, Assigned 2019-Present

Owner Contact Information: NCDOT, Chad Hinnant, (919) 733-9499, cdhinnant@ncdot.gov

Design/Construction Value: \$346,562,000 (contract value)

Project Description: Improvements to I-440, referred to locally as the Raleigh Beltline, will widen 6.5 miles of the roadway from four lanes to six lanes, from south of SR 1313 (Walnut Street) in Cary, NC, to north of SR 1728 (Wade Avenue) in Raleigh, NC. The widening of I-440 involves lowering the grade of Blue Ridge Road and constructing new bridges to provide railroad grade separations for Norfolk Southern Railway/North Carolina Railroad/CSX Transportation, Hillsborough Street (NC 54) at Blue Ridge Road, and Beryl Road to reduce congestion and train-related conflicts with vehicles and pedestrians. A new connector road will link Blue Ridge and Hillsborough. The scope of work also includes reconstruction and improvements to interchanges, bridges, and pavement in a heavily traveled urban area, requiring complex maintenance of traffic. Drew was responsible for assisting with review of RFC plans for constructability, tracking variances between bid and RFC quantities, evaluating design schedule with construction activities, participating in weekly design meetings, and facilitating open communication between the design and construction teams.

4. Brawley School Road Widening – C201902 Iredell County

Key Personnel Role: Project Manager/Superintendent

Experience with Current Firm: Yes – The Lane Construction Corporation

Project/Assignment Duration: Project 2009-2011, Assigned 2009-2011

Owner Contact Information: NCDOT, John Cook, (704) 876-0602, jrcook@ncdot.gov

Design/Construction Value: \$ 19,000,000 (contract value)

Project Description: Project included the widening of approximately 4.5 miles of Brawley School Road and major –Y– lines (existing ADT of 35,000) from two to four lanes from South Fort to Williamson Road in Charlotte, North Carolina. The widening consisted of grading, drainage, asphalt paving, curb and gutter, and miscellaneous flat work.

5. Charlotte-Douglas International Airport, Ramp E Expansion, Phases I, II & III, Mecklenburg County

Key Personnel Role: Project Manager/Superintendent

Experience with Current Firm: Yes – The Lane Construction Corporation

Project/Assignment Duration: Project 2001-2007, Assigned 2001-2007

Owner Contact Information: Charlotte-Douglas International Airport, Mark Wiebke, PE, (704) 354-4533, mdwiebke@charlotteairport.com

Design/Construction Value: \$20,000,000 (contract value)

Project Description: Expansion of Ramp E included installation of new jet fuel system, placement of cement treated base and 8” and 16” of PCCP, installation of new storm drainage system and lighting, placement of asphalt paving for shoulder construction, and NAVAIDS.

- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Drew is currently supporting projects and is working on the pursuit of the I-77 Panthers Interchange.

Upon successful award, he will be fully dedicated to this project as the Design-Build Coordinator.

mark

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Steven Derek Swygert, PE Operations Manager
b.	Role of Key Individual for this Project: Lead Design Engineer
c.	Name of Firm with which you are now associated: Michael Baker International, Inc.
d.	Years of Experience: With this Firm <u>21</u> Years With Other Firms <u>7</u> Years Michael Baker International, Inc.: <ul style="list-style-type: none"> Operations Manager – Responsible for managing the design group, project management (including the I-85 Widening Design-Build Phase 3 in Cherokee County, SC), roadway drainage design, bridge hydraulic studies, and overseeing construction plan preparation. 2000 – Present Senior Project Engineer – Responsible for project management, roadway drainage design, bridge hydraulic studies, and a variety of hydrological and hydraulic modeling. 1999 – 2000 USDA Natural Resources Conservation Service: <ul style="list-style-type: none"> Civil Engineer – Provided design for flood studies and environmental assessments, prepared construction drawings, wrote construction specifications for PL-566 watershed projects. 1992 – 1999
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): Clemson University, Clemson, SC / Bachelor of Science / 1991 / Civil Engineering
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 1997 / SC / Professional Engineer - Civil / 18012 2012 / MS / Professional Engineer - Civil / 20848 2003 / NC / Professional Engineer - Civil / 28639 2001 / VA / Professional Engineer - Civil / 35696 2002 / GA / Professional Engineer - Civil / 27487 2006 / WV / Professional Engineer - Civil / 17003 2008 / LA / Professional Engineer - Civil / 33760 2015 / AL / Professional Engineer - Civil / 34922-Ev 2009 / MO / Professional Engineer - Civil / 2009015455
g.	Document the extent and depth of your experience and qualifications relevant to the Project. 1. <u>I-85 Widening Phase 3 Cherokee County – P027116</u> Key Personnel Role: Lead Design Engineer Experience with Current Firm: Yes – Michael Baker International, Inc. Project/Assignment Duration: Project 2016-2021, Assigned 2016-2020 Owner Contact Information: SCDOT, Bradley Reynolds, (803) 737-1440, reynoldssbs@scdot.org Design/Construction Value: \$181,700,000 (contract value) Project Description: This design-build project includes the widening and improvement of a busy segment of I-85 connecting the Spartanburg, SC and Charlotte, NC metropolitan areas. Approximately eight miles of the existing interstate highway will be widened from four lanes to a six-lane facility, adding one lane in each direction. The scope includes the reconstruction of four interchanges, replacing an existing Norfolk Southern railroad bridge, improvements to connecting frontage roads, improved geometrics, and the elimination of 1950's slip ramps. The project enhances the safety along the existing facility, reduces traffic congestion on I-85, and corrects deficient elements along the mainline, ramps, and interchanges. Steve is overseeing roadway, bridge, and drainage design, environmental permitting, right-of-way acquisition, project management, and utility coordination.
	2. <u>I-26 Widening MM 85 to 101 Design-Build Preparation</u> Key Personnel Role: Project Manager Experience with Current Firm: Yes – Michael Baker International, Inc. Project/Assignment Duration: Project 2016-2020, Assigned 2016-2020 Owner Contact Information: SCDOT, Bradley Reynolds, (803) 737-1440, reynoldssbs@scdot.org Design/Construction Value: \$893,864 (design value) Project Description: Responsible for project management and hydraulic design. Michael Baker provided preliminary engineering, and design review services as a subconsultant for the widening of I-26 from approximately SC 202 (Exit 85) to approximately U.S. 176 (Exit 101). Michael Baker's services included pipe and box culvert inspection, development of a website mapping tool for public comments, hydrology and hydraulic design, and support during development of the design-build request for qualifications and request for proposals. Steve managed the firm's role in providing hydraulic and roadway design review services using Bluebeam for preliminary, right-of-way, and final plan submittals from the design-build team.

3. I-85 Rocky Creek Design-Build Preparation

Key Personnel Role: Task Manager

Experience with Current Firm: Yes – Michael Baker International, Inc.

Project/Assignment Duration: Project 2015-2019, Assigned 2015

Owner Contact Information: SCDOT, Bradley Reynolds, (803) 737-1440, reynoldssbs@scdot.org

Design/Construction Value: \$340,000,000 (contract value)

Project Description: Managed the Preliminary Hydraulic Design and provided RFQ/RFP support. Michael Baker provided engineering services for the widening of I-85 from MM53 for approximately 1 mile to MM54 near Pelham Road (Exit 54). The project included adding a travel lane in each direction, improving the Pelham Road entrance and exit ramps, and additional hydraulic services included to assess the Rocky Creek crossing under I-85. The Rocky Creek crossing is located approximately 0.5 miles west of Pelham Road. The crossing, which consists of quadruple 10-foot-wide x 8-foot-high box culvert, experienced significant flooding on August 10, 2014. Steve assisted the firm with providing field surveys, pipe inspections, geotechnical borings, traffic studies and modeling, asbestos/lead paint surveys, environmental documentation, wetland jurisdictional determination, preliminary road design, preliminary bridge design, preliminary utility report, subsurface utility engineering, and preliminary hydraulic design.

4. US 17 (ACE Basin) Improvements Design-Build

Key Personnel Role: Design Manager

Experience with Current Firm: Yes – Michael Baker International, Inc.

Project/Assignment Duration: Project 2009-2013, Assigned 2009-2010

Owner Contact Information: SCDOT, Daniel Burton, PE, (843) 371-0342, burtond@scdot.org,

Design/Construction Value: \$75,000,000 (contract value)

Project Description: Responsible for management of the hydraulic design team and was the Engineer of Record for all drainage and erosion control plans. Steve oversaw the firm's role as the prime engineering consultant for the design-build safety improvement project along approximately 15 miles of U.S. 17 in South Carolina's ACE Basin. The project involved widening U.S. 17 from a two-lane to a four-lane divided highway. It included several bridge replacements, and work in environmentally sensitive areas within the Coastal Region.

5. US 64 – Knightdale Bypass Design-Build

Key Personnel Role: Design Manager

Experience with Current Firm: Yes – Michael Baker International, Inc.

Project/Assignment Duration: Project 2012-2015, Assigned 2012-2015

Owner Contact Information: NCTA, Rodger Rochelle, (919) 707-2710, rdrochelle@ncdot.gov

Design/Construction Value: \$135,000,000 (construction)

Project Description: Led the design team that performed bridge hydraulic design for Crabtree Creek, Marks Creek, Neuse River and Poplar Creek. Steve was the Engineer of Record for the FEMA (LOMR) for the Mark's Creek Bridge. Michael Baker served as the lead engineer for the design-build construction of the U.S. 64 Knightdale Bypass, a 14-mile, six-lane, divided highway with 23 bridges, on a new alignment. Michael Baker's services included roadway and bridge design, permitting and permit revisions, drainage design, erosion and sediment control plans, traffic control and pavement marking plans, traffic signal design, signing plans, utility relocations, and intelligent transportation system work.

- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

N/A

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Chris Francis Magro Construction Manager/Sr. Superintendent
b.	Role of Key Individual for this Project: Construction Manager
c.	Name of Firm with which you are now associated: The Lane Construction Corporation
d.	<p>Years of Experience: With this Firm <u>16</u> Years With Other Firms <u>1</u> Years</p> <p>The Lane Construction Corporation</p> <ul style="list-style-type: none"> • Construction Manager/Superintendent – Responsible for leading superintendents and overseeing daily field work operations, work planning, and managing subcontractors. 2019 – present • Superintendent – Responsible for managing roadway field operations and overseeing subcontractor work progress. 2014 – 2019 • Assistant Superintendent – Responsible for assisting the superintendent with management of roadway field operations and oversight of subcontractor work progress. 2010 – 2014 • Foreman – Responsible for leading and coordinating field crews. 2004 – 2009 <p>Precision Construction Services</p> <ul style="list-style-type: none"> • Foreman – Responsible for leading and coordinating field crews. 2003 – 2004 <p>United States Army</p> <ul style="list-style-type: none"> • Sergeant – Engineering support for combat armored vehicles. 1996 – 2003
e.	<p>Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s):</p> <p>United States Army, Olean, NY / Sergeant / 2003</p> <p>Olean Senior High School, Olean, NY / BOCES Vo-Tech Center Conservation and Heavy Equipment Operations / 1992</p>
f.	<p>Active Registrations: Year First Registered/State/Discipline/All Active Registration #s:</p> <p>N/A</p>
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p>1. <u>I-85 Widening Phase 3 Cherokee County – P027116</u> Key Personnel Role: Construction Manager Experience with Current Firm: Yes – The Lane Construction Corporation Project/Assignment Duration: Project 2016-2021, Assigned 2019-present Owner Contact Information: SCDOT, Shane Parris, PE, (864) 490-0466, parrissl@scdot.org Design/Construction Value: \$181,700,000 (contract value) Project Description: This design-build project includes the widening and improvement of a busy segment of I-85 connecting the Spartanburg, SC and Charlotte, NC metropolitan areas. Approximately eight miles of the existing interstate highway will be widened from four lanes to a six-lane facility, adding one lane in each direction. The scope includes the reconstruction of four interchanges, replacing an existing Norfolk Southern railroad bridge, improvements to connecting frontage roads, improved geometrics, and the elimination of 1950's slip ramps. The project enhances the safety along the existing facility, reduces traffic congestion on I-85, and corrects deficient elements along the mainline, ramps, and interchanges. As the Construction Manager, Chris maintains full responsibility for all construction activities on the project. He is responsible for coordination with SCDOT, providing oversight for all work on the site, company-level tracking of crew and subcontractor production and construction progress. He ensures safety and consistency by conducting training, mentoring, and site/system orientations.</p> <p>2. <u>I-85 Widening Rowan County</u> Key Personnel Role: Superintendent Experience with Current Firm: Yes – The Lane Construction Corporation Project/Assignment Duration: Project 2016-2020, Assigned 2016-2018 Owner Contact Information: NCDOT, David Hering, PE, (919) 707-6617, dthering@ncdot.gov Design/Construction Value: \$160,325,000 (contract value) Project Description: The Design-Build Project I-3802B / I-3610 / B-5365 reconstructs and widens</p>

approximately 5.9 miles of I-85, from north of Lane Street (Exit 63) to north of the US 29 / US 601 Connector, to an eight-lane divided facility. The project is also constructing a new interchange along I-85 for Old Beatty's Ford Rd (Exit 65), I-3804. It also improves the I-85 / NC 152 and the NC 152 / US 29 / US 601 Connector interchanges. As the Project Superintendent, Chris maintains full responsibility for all construction activities on the project. He is responsible for coordination with NCDOT, providing oversight for all work on the site, company-level tracking of crew and subcontractor production and construction progress. He ensures safety and consistency by conducting training, mentoring, and site/system orientations.

3. LYNX Blue Line Extension, Section B & C Civil and Roadway

Key Personnel Role: Superintendent

Experience with Current Firm: Yes – The Lane Construction Corporation

Project/Assignment Duration: Project 2014-2018, Assigned 2014-2016

Owner Contact Information: City of Charlotte, David Smith, PE, (704) 336-4626, dbsmith@charlottenc.gov

Design/Construction Value: \$129,900,000 (contract value)

Project Description: This \$130 million project consisted of a 9-mile extension of the existing LYNX Blue Line from the 7th Street Station in Center City Charlotte to the University of North Carolina at Charlotte campus. The extension included 11 new light rail stations and 3,100 parking spaces at four stations with parking facilities. The project also includes 20 at-grade street crossings and 11 grade separation structures over or under roads, railroads, and environmental features. Lane provided civil and roadway work for Segments B and C, which was comprised of heavy civil infrastructure improvements necessary to lay the final 4.8 miles of track, the majority of which runs down the median of Tryon Street, a major thoroughfare in Charlotte. Chris supervised earthwork and subballast work on the project and oversaw foreman and engineers. He maintained the project schedule and ensured work was performed in accordance with the specifications.

4. I-85 Widening Cabarrus County

Key Personnel Role: Assistant Superintendent

Experience with Current Firm: Yes – The Lane Construction Corporation

Project/Assignment Duration: Project 2011-2014, Assigned 2011-2014

Owner Contact Information: NCDOT, Rodger Rochelle, PE, (919) 707-2710, rdrochelle@ncdot.gov

Design/Construction Value: \$148,000,000 (contract value)

Project Description: This \$148 million design-build project widened and reconstructed a 4-lane facility in a commercially dense area to an 8-lane divided facility with concrete pavement for seven miles. This project included the design of two diverging diamond interchanges (DDIs) and superstreets at major side roads, extending the functional life of these interchanges by 10 years. Utility coordination, ROW acquisition, and traffic control were critical aspects of this project. With an ADT over 100,000 and the majority of work in the existing median, an innovative median access ramp was constructed to allow work vehicles access without impeding existing interstate traffic. Lane received the 2013 National Asphalt Pavement Association Asphalt Operations Safety Innovations Award, the 2012 American Road & Transportation Builders Association TransOvation Award, and the 2012 American Road & Transportation Builders Association Roadway Work Zone Safety Awareness Award for this unique access. In his role, Chris oversaw fine grading and earthwork operation. He managed field operations, coordinated among engineers and foreman, and ensured the budget and schedule were met

5. Langtree Road Intersection

Key Personnel Role: Foreman

Experience with Current Firm: Yes – The Lane Construction Corporation

Project/Assignment Duration: Project 2007-2009, Assigned 2007-2009

Owner Contact Information: NCDOT not available

Design/Construction Value: \$24,000,000 (contract value)

Project Description: This \$24 million project included the construction of a new interchange on I-77 at Langtree Road in Mooresville, North Carolina. The project accommodated new development at Lake Norman and provided access to Lowe's corporate headquarters. The project included the widening of two miles of I-77, replacement of Langtree Road Bridge over I-77, and construction of new service roads and ramps. Chris communicated with NCDOT and subcontractors on pay estimates, coordinated field crews, and assisted the superintendent and project manager.

- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Chris is currently assigned to the I-85 Widening Phase III project in Cherokee County, SC. This project is slated for completion in Fall 2021, prior to the start of construction on the I-77 Panther Interchange, making Chris fully available to serve on this project.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Brian Craig Weihrauch, CMIT CEI Area Manager
b.	Role of Key Individual for this Project: Quality Control Manager
c.	Name of Firm with which you are now associated: Michael Baker International, Inc.
d.	Years of Experience: With this Firm <u>1.5</u> Years With Other Firms <u>20</u> Years Michael Baker International, Inc.: <ul style="list-style-type: none"> CEI Area Manager – Responsible for overseeing construction quality assurance (QA)/quality control (QC) compliance, assisting with CEI activities in NC, and managing technicians in the field. 2019 – Present Construction Manager/Sr. Inspector – Responsible for management of project construction activities, QA compliance, reviewing plans and specifications, and management of the schedule and budget. 2019 – Present WSP USA: Lead Structural Inspector – Responsible for QA inspections/testing of structural elements. 2018 – 2019 Jacobs Engineering Group Inc: Sr. Construction Inspector/QA – Responsible for QC/QA oversight, construction verification, and process audits for conformance to contract requirements. 2011 – 2018 Nebraska Dept of Roads: Engineering Analyst – Developed estimates/scope for future projects. 2010 – 2011 Olsson & Associates: Associate Technician – Performed material sampling/testing. 2009 – 2010 Felsburg Holt & Ullevig: CAD Technician – Developed CAD layout for roadway projects. 1999 – 2009
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): Northwest Kansas Technical College / Goodland, KS / Technical Certificate / 1999 / Engineering Technician
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2000 / CO / ACI Level 1 Certified / 49731 2017 / CO / FHWA NHI Safety Inspector Inservice Bridge / Number not issued 2014 / CO / ICC Structural Masonry Special Inspector / 8273229 Pending Reinstatement 2014 / CO / ICC Reinforced Concrete Special Inspector / Pending Reinstatement 2019 / SC / SCDOT Foundations Technician / 4640-119/FND 2018 / SC / SCDOT Concrete Technician I & II/ 738-P1-0119 2018 / SC / SCDOT Earthwork & Base Technician / 4640-918/ERTH 2019 / NC / NCDOT Level II Certified Erosion & Sediment Control/Stormwater Site Manager / 10669 2015 / CO / CMAA Construction Manager-In-Training
g.	Document the extent and depth of your experience and qualifications relevant to the Project. 1. <u>Carolina Connector Intermodal Rail Terminal Project</u> Key Personnel Role: Construction Manager/Sr. Inspector Experience with Current Firm: Yes – Michael Baker International, Inc. Project/Assignment Duration: Project 2019-Present, Assigned 2019-Present Owner Contact Information: CSX, Richard Hisrich, PE, (904) 633-1427, Richard.hisrich@csx.com Design/Construction Value: \$65,000,000 Project Description: Michael Baker is serving as the owner's representative for the Carolina Connector Intermodal Rail Terminal Project in Rocky Mount, NC. The firm's NC Construction Services team is providing preconstruction and construction services for the construction of this approximately 325-acre intermodal terminal to serve the eastern North Carolina market. The new facility will have the capacity of 264,000 annual lifts with the use of electric, rail-mounted wide-span cranes and shuttle carriers. Brian plays an integral role as a Sr. Inspector and Construction Manager for the contract. His responsibilities include, but are not limited to, QA compliance oversight, site preparation, grading, erosion and sediment control, drainage improvements, pavement, signage and striping, fencing, traffic barriers and guardrail, and electrical and communications. He also has a strong involvement in reviewing plans and specifications at each design milestone, reviewing the construction manager's risk analysis, on-site project management, schedule management, budget management, safety oversight, shop drawing review, pay application review, and administrative support.

2. CEI Area Manager

Key Personnel Role: North Carolina Area CEI Manager

Experience with Current Firm: Yes – Michael Baker International, Inc.

Project/Assignment Duration: Project 2019-Present, Assigned 2019-Present

Owner Contact Information: Michael Baker International, Chad Huffines, PE, (336) 662-4244, chuffines@mbakerintl.com

Design/Construction Value: n/a

Project Description: Brian has been an integral part of assisting with CEI management duties in NC. He has proven his abilities to manage technicians, interpret specifications, and implement changes in the field. His ability to communicate with our various clients, technicians, engineers, and contractors has proven his ability as a strong communicator to involve all parties to complete the tasks at hand. Brian has been an asset to our statewide team in a field support role using his Construction QA/QC experience to coach technicians on standard operating procedures in the field. As a current CM IT, Brian is on a career path to gain his CCM (Certified Construction Manager) registration through CMAA. His area of coverage in NC extends to Divisions 3, 4, and 6.

3. SC 707 Widening Project

Key Personnel Role: Senior Office/Field Engineer

Experience with Current Firm: No – WSP USA

Project/Assignment Duration: Project 2014-2019, Assigned 2018-2019

Owner Contact Information: SCDOT, Leah Quattlebaum, PE, (803) 737-1751, Quattleblb@scdot.org

Design/Construction Value: \$50,000,000

Project Description: The original role of Office Engineer was revised to Lead Structural Inspector, due to lack of manpower. Brian moved seamlessly into a QA role to assist the field staff, covering this 10-mile-long project. Responsibilities included QA inspections of all things structural (drilled shaft driven pile, etc.) including, but not limited to, material testing, document control, interpretation of specifications, plans, and contract documents.

4. RTD FasTracks Eagle P3 Commuter Rail

Key Personnel Role: Senior Construction Inspector/Quality Management Oversight

Experience with Current Firm: No – Jacobs Engineering Group Inc:

Project/Assignment Duration: Project 2004-2018, Assigned 2011-2018

Owner Contact Information: RTD, Fabian Testa, PE, (303) 241-1679, Fabian.Testa@rtd-denver.com

Design/Construction Value: \$2,400,000,000

Project Description: Responsible for providing program QC/QA and Rail Operations oversight for the owner. Performed Construction Verification Inspections to assure conformance with the Construction Quality Assurance Program and contract compliance. Duties included performing verification inspections for all 17 major structures, Parking Garages, Rail Stations, Walls (MSE, soil-nail, CIP), Track guideway (Track Structure, Direct Fix, DF Floating Slab, Special Trackwork (DF and Ballasted)), roadway, and MHT installations. Performed Process Audits on contractor Quality System Manuals, including the precast/prestress fabrication plants.


- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment.

Brian is currently assigned to the Carolina Connector Intermodal Rail Terminal Project. This project is slated for completion prior to the start of construction on the I-77 Panther Interchange, making Brian fully available to serve on this project.


APPENDIX B ***WORK HISTORY & QUALITY FORMS***



WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
The Lane Construction Corporation

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify the Lead Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor (in thousands)
Name: I-85 Widening Phase 3 Location: Cherokee County, SC	Name: The Lane Construction Corporation	Name of Owner: SCDOT Project Manager: Shane Parris, PE Phone: 864-490-0466 Email: parrissl@scdot.org	11/2021 (est.)	\$181,700	\$181,700
g. Narrative describing the work performed by Lead Contractor.					
<div>Offices Involved: Charlotte, NC Key Individual Involvement: Steven Swygert, David Chapparo, Chris Magro, Drew Baucom Team Member Involvement: The Lane Construction Corporation and Michael Baker International, Inc.</div> <div><div></div><div><p>This \$181 million design-build project includes the widening of 8.4 miles of I-85 from four to six lanes from the Broad River to the North Carolina-South Carolina state line, as well as improvements to existing interchanges and frontage roads. Five bridges require full replacement, including two staged construction bridges and demolition and reconstruction of an existing Norfolk Southern Railroad bridge over I-85 to provide greater horizontal clearances and meet current design requirements. Interchanges will be improved at four locations: S-11-83, SC 5/198, S-11-99, and US 29. The purpose of this phase is to resurface or reconstruct pavement, increase capacity, and upgrade interchanges and overpass bridges to meet state and federal design requirements. This project is part of an \$800 million program that SCDOT has planned for the I-85 corridor. The Lane-MBI team proposed innovative design solutions to protect existing utility operations and limit environmental impacts, providing significant cost and schedule savings for SCDOT.</p><div><div>Key Project Relevancies:</div><div><div><ul style="list-style-type: none">Design-Build DeliveryInterstate MOTBridge/Structure ConstructionInterchange Design/Construction3rd Party Coordination</div><div><ul style="list-style-type: none">Environmental Support & ComplianceUtility ConflictsCoordination with Adjacent Construction Activities</div></div></div></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor’s performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>The Lane team functions on a premise of early recognition to identify issues and potential delays before they can affect construction progression. One such potential issue on this project involved utility relocations. Following initial coordination with the utility stakeholders on this project, the forecasted schedule showed potential disruption. To adapt to this situation, Lane proactively revisited the work sequence and rearranged activities to allow construction to steadily continue as negotiation and coordination with the utility companies continued to resolution.</p> <p>We actively seek the best solutions to maintain our commitment to the construction schedule and project progression. Another example of this involved the Town of Blacksburg, which lacked the appropriate funding to perform their own utility relocations. The Lane team approached SCDOT and negotiated a change order to take responsibility for the Blacksburg relocations and incorporate them into the DB contract. The project schedule is currently being adjusted to include these relocations. In addition, right-of-way acquisition was strategically organized during pursuit and staging to allow for maximum construction availability in the initial phases of work. The project is currently on or ahead of schedule for completion.</p>					
i. Quality Initiatives. Discuss Lead Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>In the heavily traveled I-85 corridor, this project offers challenges from a traffic control standpoint. Lane devised an innovative solution to maintain traffic flow during the day by avoiding shifts through the use of nightly lane closures, thereby minimizing impacts to the traveling public. Our team devised a solution to move construction on Exit 106 750 feet to the south to bypass the need for utility relocation and right-of-way acquisition, allowing for significant cost and schedule savings. Lane has conducted meetings bi-weekly with the design team to stay ahead of project issues, resolve unforeseen items, coordinate utilities, and work through items brought to our attention by SCDOT and the CEI team. In addition, regular owners meetings with SCDOT are held to discuss progress, schedules, and unresolved items. This proactive approach has produced good results in mitigating and resolving issues.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.					
N/A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
The Lane Construction Corporation

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lead Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor (in thousands)																																				
Name: Port Access Road Location: Charleston County, SC	Name: Fluor-Lane South Carolina, LLC	Name of Owner: SCDOT Project Manager: Sarah Hamrick Gaffney, PE Phone: 843-514-9847 Email: gaffneysh@scdot.org	3/2022	\$254,100	\$254,100																																				
g. Narrative describing the work performed by Lead Contractor.																																									
<div>Offices Involved: Charlotte, NC Key Individual Involvement: n/a Team Member Involvement: The Lane Construction Corporation</div> <div><div></div><div><p>The Port Access Road project is a new roadway, interchange, and structure project that provides direct access between the Hugh Leatherman Container Terminal, located on the former Navy Base and I-26, while maintaining adequate service for local, commuter, and commercial traffic. The project consists of the construction of a new fully-directional interchange on I-26, a Bainbridge Connector Road, the extension of Stromboli Avenue, and associated roadway improvements to surface streets to serve the proposed Naval Base Terminal (NBT) in Charleston County, South Carolina. The project’s scope includes local roadway enhancements to safely integrate container terminal traffic with existing traffic; support local and regional planning policies and strategies; and minimize adverse impacts on nearby communities, the traveling public, and the environment. The Port Access Road Improvement Project will provide new interchanges with improved mobility serving the fastest growing container port in the U.S., enhance economic development, and improve local roadway network access to I-26. Construction completion is expected in 2022. Lane is participating as a partner in this joint venture to provide full design-build delivery, self-performing construction and associated roadway improvements to surface streets serving the proposed terminal. As a JV partner, Lane is also responsible for overall project management for the scope of services</p><div><div>including roadway and bridge engineering/design and construction; geotechnical engineering; seismic design; utility coordination; right-of-way acquisition services; hazardous material management; and demolition of existing interstate interchange bridges.</div><div><div>Key Project Relevancies:</div><div><div><div>• Design-Build Delivery</div><div>• Interstate Interchange</div><div>• Bridge/Structure Construction</div><div>• Staged Construction</div></div><div><div>• Environmental Permitting</div><div>• Utility Conflicts</div><div>• Environmental Mitigation</div><div>• Coordination with Adjacent Projects</div></div></div></div></div></div><tr><td colspan="6">h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor’s performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.</td></tr><tr><td colspan="6"><p>The Port Access Road Improvement Project is ongoing and is currently on time and budget. Design is substantially complete and was completed on time, on budget, and without claims or litigation. Construction is ongoing, and Lane continues to partner with SCDOT to address project elements to satisfactory resolution. We are effectively managing contracts and have no records of delays, claims, dispute proceedings, litigation, or arbitration. The JV’s use of weekly design and construction progress meetings with SCDOT allows the joint venture to identify and address issues. If issues could not be resolved at the job level within a reasonable amount of time, they were elevated to JV and SCDOT regional management to help in the resolution process. Notably, the JV reached agreement on the SCE&G Power Transmission change order and fully supports continued partnering. The project was awarded Lane’s Safest Project of the Year for 2017.</p></td></tr><tr><td colspan="6">i. Quality Initiatives. Discuss Lead Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.</td></tr><tr><td colspan="6"><p>The JV incorporated several techniques into the project to increase overall quality, including: 1) incorporated structured work plans, and preparatory/pre-construction meetings with SCDOT; 2) reduced construction-related traffic delays due to specific operations analysis in conjunction with scheduling; 3) optimized the schedule to minimize the effect of third-party delays. The project currently remains on schedule for the SCSPA new terminal opening. In addition, the JV embarked on a concerted effort to uphold field quality on permanent production items related to concrete structures and their foundations, earthwork, drainage, roadway elements, and various types of wall systems.</p></td></tr><tr><td colspan="6">j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.</td></tr><tr><td colspan="6">N/A</td></tr></div>						h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor’s performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.						<p>The Port Access Road Improvement Project is ongoing and is currently on time and budget. Design is substantially complete and was completed on time, on budget, and without claims or litigation. Construction is ongoing, and Lane continues to partner with SCDOT to address project elements to satisfactory resolution. 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For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.						N/A					
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j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.																																									
N/A																																									

The Lane Construction Corporation

c. Client & their Project	d. Actual or Expected
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a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lead Contractor's responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor (in thousands)
Name: I-40/I-77 Interchange (I-3819B/U-6039) Location: Statesville, NC	Name: The Lane Construction Corporation	Name of Owner: NCDOT Project Manager: Matthew Evans, PE Phone: (704) 380-6050 Email: mevans8@ncdot.gov	6/2022	\$260,290	\$260,290

g. Narrative describing the work performed by Lead Contractor.

Offices Involved: Charlotte, NC | **Key Individual Involvement:** Drew Baucom | **Team Member Involvement:** The Lane Construction Corporation



The \$260 million design-build project includes the reconstruction of the existing I-40/I-77 cloverleaf interchange to a turbine system-to-system interchange on a critical junction in North Carolina that experiences more than 70,000 vehicles per day. An Alternative Technical Concept (ATC) that eliminates third-level structures, improves constructability, optimizes structure quantities, reduces costs, and expedites construction. The project widens I-40 (concrete) and I-77 (asphalt) in each direction for 1-2 miles along two of North Carolina's main corridor interstate facilities and modifies to additional interchanges. In addition to mainline work, the project reconstructs the I-77 / Broad Street interchange and implements access management strategies on Broad Street through median installations, signal upgrades, and road realignments. The project site was divided into five segments to facilitate construction and phasing operations. Work area segment boundaries were determined based on anticipated early action RFC plan packages, median access and haul road locations, earthwork balance points, minimization of ground disturbance, and reduction of environmental impacts. The design-build team optimized the segment plan to take advantage of the schedule and meet critical path milestones. Due to the high traffic volumes and existing congestion in the project area, the lane and road closure time restrictions as well as long-term road closure durations.

Key Project Relevancies:

- Design-Build Delivery
- Interchange Design/Construction
- Interstate MOT
- Bridge/Structure Construction
- Utility Conflicts
- 3rd Party Coordination
- Coordination with Adjacent Construction Activities

- Design-Build Delivery

- Design-Build Delivery
- Interchange Design/Construction
- Interstate MOT
- Bridge/Structure Construction
- Utility Conflicts
- 3rd Party Coordination
- Coordination with Adjacent Construction Activities

<p>h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor's performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.</p>
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Utility relocations were a major risk on the project due to the numerous conflicts in the vicinity of the Broad Street widening. Utility risks were mitigated through monthly utility coordination meetings, interdisciplinary reviews that involved the Utility Coordinator during design deliverable reviews, and design optimizations that included roadway realignments that avoided utility conflicts. With the approval of two alternative technical concepts (turbine interchange and geotechnical fabric interlayer) and an aggressive construction schedule, the team received the highest technical score of 93.5 during the alternative delivery selection process. During project execution, the team prioritized right-of-way acquisitions based on utility relocations and early construction activities, and developed project phasing to take advantage of significant right-of-way acquired by NCDOT on I-77, north of US 64.


i. **Quality Initiatives.** Discuss Lead Contractor's quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.


In efforts to fast-track the project, Lane proactively worked with utility providers to mitigate potential delays. Part of the project involved relocating Duke Energy transmission lines through an environmentally sensitive area. This included planning the schedule around Duke's seasonal availability to perform relocations (spring and fall only) and developing a special access plan, by building temporary road within the already permitted work zone, at no cost to NCDOT or Duke Energy. This proactive utility coordination avoided wetland disturbances, eliminated additional permitting, provided safe ingress/egress, and accommodated seasonal relocation restrictions. By taking these proactive steps, Lane was able to develop a schedule that will minimize delays and allow the project to be successfully completed on time.

j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.

N/A

WORK HISTORY AND QUALITY FORM – DESIGNER
Michael Baker International, Inc.

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lead Designer’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Designer (in thousands)
Name: I-85 Widening Design-Build, Phase 3, Cherokee County, SC	Name: Michael Baker International, Inc.	Name of Owner: SCDOT Project Manager: Bradley Reynolds, PE Phone: 803-737-1440 Email: reynoldssbs@scdot.org	11/2021 (est.)	\$181,700	\$11,418 (fee)
g. Narrative describing the work performed by Lead Designer.					
<div>Offices Involved: Columbia, SC; Charleston, SC Key Individual Involvement: Steven Swygert Team Member Involvement: Michael Baker International, Inc.</div> <div><div></div><div><p>Michael Baker is serving as the lead design firm to Lane on a design-build project to improve an 8-mile long section of I-85. The project will widen I-85 from four to six lanes beginning at the Broad River bridge which is approximately MM 98 and ending just north of US 29 (Exit 106) at approximately MM 106 in Cherokee County, SC. Interchanges will be improved at S-11-83, SC 5/198, S-11-99, and US 29. The overpass bridges at Norfolk Southern railroad crossing will be replaced to provide greater horizontal clearances and meet current design requirements. Michael Baker is providing roadway, bridge, and drainage design, environmental permitting, right-of-way acquisition, and utility coordination. Roadway design criteria for this project include the preparation of roadway geometric designs using standards that are most appropriate based on design speed, functional classification, design traffic volumes, right-of-way, and aesthetics. The design elements will include horizontal and vertical alignments, lane widths, shoulder widths, median widths, sight distance, clear zone, cross slopes, and side slopes. Additional intersections, ramps, and roadside barriers will be introduced as needed to support the I-85 widening project. Michael Baker's bridge design tasks include the replacement of the S-83, SC 5, S-99, and any other bridges determined necessary by design. These designs include retaining walls, box culverts and box culvert extensions, concrete median barriers, and bridge pier protection. Drainage design for this project includes the development of drainage best management practices, cross-line pipes and non-bridge sized culverts, ditch capacity and stability assessments, sediment and erosion control, stormwater quality, and post-construction design and storm sewer systems. Required to avoid and minimize impacts to the environment during this project, Michael Baker is responsible for the preparation, revision, acquisition, and adherence to conditions of any permits required by federal state, or local laws or regulations. In addition, Michael Baker is responsible for any modifications or revisions to the environmental document and permits that result from deviations in the project design and environmental impacts as stated in the environmental documents. Right-of-way services for this project include written appraisal, negotiation, acquisition, and relocation assistance services.</p></div></div> <div><div>Key Project Relevancies:</div><div><div><ul style="list-style-type: none">Design-Build DeliveryInterstate MOTBridge/Structure ConstructionInterchange Design/Construction3rd Party Coordination</div><div><ul style="list-style-type: none">Environmental Support & ComplianceUtility ConflictsCoordination with Adjacent Construction Activities</div></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Designer’s performance on the project to identify Lead Designer with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Designer has records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
This project is currently on schedule scheduled for completion in November 2021. Michael Baker has been involved throughout the entire design, permitting and construction of the project. We have worked closely with Lane to resolve any field questions that arise to minimize and/or prevent any delays, claims, dispute proceedings, litigation, and arbitration. Michael Baker has weekly coordination meetings with the contractor to facilitate construction support issues, utility coordination, RFI’s and shop drawing submittals.					
i. Quality Initiatives. Discuss Lead Designer’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
Michael Baker developed a detailed Design QC Plan at the beginning of the project. This plan utilized a rigorous internal constructability review during final plan development as well as a third party peer review to manage the quality control. These processes aided in the cost control, schedule management and adherence, and avoidance of claims. In addition, biweekly meetings are held with the construction team to address topics ranging from utility conflicts, to submittals, shop drawing reviews and approvals, right-of-way and construction sequencing to maintain high levels of production aimed at completing the project ahead of schedule.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Designer shall provide a detailed explanation below.					
N/A					

WORK HISTORY AND QUALITY FORM – DESIGNER Michael Baker International, Inc.					
a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lead Designer’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Designer (in thousands)
Name: I-26 Widening MM 85 to MM 101 D-B Preparation , Lexington, Richland and Newberry Counties, SC	Name: Michael Baker International, Inc.	Name of Owner: SCDOT Project Manager: Bradley Reynolds, PE Phone: 803-737-1440 Email: reynoldssbs@scdot.org	Professional Services: Ongoing	\$421,000	\$960 (fee)
g. Narrative describing the work performed by Lead Designer.					
<div>Offices Involved: Columbia, SC Key Individual Involvement: Steven Swygert Team Member Involvement: Michael Baker International, Inc.</div> <div><div></div><div><p>Michael Baker provided preliminary and design engineering services for the widening of I-26 from approximately SC 202 (Exit 85) to approximately US 176 (Exit 101). Michael Baker's services included pipe and box culvert inspection, development of a website mapping tool for public comments, hydrology and hydraulic design, roadway plan design review, and support during development of the design-build request for qualifications and request for proposals. The firm also provided roadway, bridge, and hydraulic design review services using Bluebeam for preliminary, right-of-way, and final plan submittals from the design-build team. The project involved adding a travel lane in each direction, improving various interchanges and exit ramps, and replacement or rehabilitation of overpass bridges. Michael Baker provided engineering services for the project as a subconsultant to another engineering firm. For the hydrology and hydraulic design, field investigations were performed to collect data regarding the existing cross and median drainage structures. Michael Baker photo documented and inventoried the location and condition of the cross drainage structures and other median drainage inlets. Observations were recorded for each location, such as signs of high watermarks or flooding, visible erosion, and land use and noted any structure or other development that was potentially in the floodplain.</p><div>Key Project Relevancies:<ul style="list-style-type: none">Design-Build PreparationComplex Drainage Design3rd Party Coordination</div></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Designer’s performance on the project to identify Lead Designer with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Designer has records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Michael Baker has been involved from the preliminary design phase and submitted deliverables to meet the RFP schedule. The firm is currently providing design review services and has been on or ahead of schedule with all review deliverables. Comments provided by Michael Baker will help minimize and/or prevent any delays due to land disturbance permitting and NOI comments.					
i. Quality Initiatives. Discuss Lead Designer’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
Michael Baker is utilizing a detailed methodical review process to compare the submitted deliverables to the project RFP and applicable criteria. These processes allow Michael Baker to provide comments that will minimize or prevent design issues that may contribute to costs and/or schedule issues and resulting claims.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Designer shall provide a detailed explanation below.					
N/A					

APPENDIX C *QUALITY OF PAST PERFORMANCE*



Question	Lane	Michael Baker
3.5.2(a) Has the Lead Contractor been declared delinquent or placed in default on any project?	No	n/a
3.5.2(b) Has the Lead Contractor submitted a claim on a project that was litigated? If litigated, explain the results.	No	n/a
3.5.2(c) Have any projects been delayed more than 30 days such that liquidated damages were assessed?	Yes	Yes
3.5.2(d) Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?	Yes	n/a
3.5.2(e) Have any projects under contract with the Lead Contractor or any member of the joint venture been subject to remediation actions, stop work orders, or project delays in excess of 30 days as a result of Section 404/Section 401 permit violations?	No	n/a
3.5.2(f) Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?	No	No
3.5.2(g) Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?	No	No

See attached Quality of Past Performance Forms for:

3.5.2(c) Have any projects been delayed more than 30 days such that liquidated damages were assessed?: Yes

- » Lane, Texas Department of Transportation (TxDOT), IH35W
- » Lane, Virginia Department of Transportation (VDOT), I-66 Spot 2 Widening
- » Michael Baker, South Carolina Department of Transportation (SCDOT), I-26 Widening and S-275

3.5.2(d) Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?: Yes

- » Lane, Florida's Turnpike Enterprise (FTE), FL Turnpike from Osceola Parkway to Beachline Expressway

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
The Lane Construction Corporation

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lead Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor (in thousands)
Name: IH35W Corridor Improvement Location: Tarrant County, TX	The Lane Construction Corporation, Lead Contractor	Name of Owner: TxDOT Project Manager: Loyl Bussell, PE Phone: 817-370-6514 Email: loyl.bussell@txdot.gov	12/2017	\$126,827	\$126,827
g. Narrative describing the work performed by Lead Contractor.					
Lane performed grading, excavation, storm drainage, striping, concrete work, structures, electrical, etc.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor’s performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Lead Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.					
3. Have any projects been delayed more than 30 days such that liquidated damages were assessed? TxDOT initiated a change in scope that extended the contract duration by 693 days. TxDOT admitted responsibility for most of that delay (547 days), but charged Lane for 146 days. LD amount: \$2,268,840					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
The Lane Construction Corporation

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lead Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor (in thousands)
Name: I-66 Spot 2 Widening Location: Fairfax & Arlington Counties, VA	The Lane Construction Corporation, Lead Contractor	Name of Owner: VDOT Project Manager: Bill Cuttler, PE Phone: 800-367-7623 Email: William.cuttler@vdot.virginia.gov	6/2016	\$22,659	\$22,659
g. Narrative describing the work performed by Lead Contractor.					
Lane performed a spot widening of I-66 in Fairfax and Arlington counties in Virginia.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor’s performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Lead Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.					
3. Have any projects been delayed more than 30 days such that liquidated damages were assessed? Subcontractors (both DBE and non-DBE) failed on their contractual obligations; this led to compounding delays that ultimately delayed the overall completion. Lane was responsible and charged for 164 days. <i>Note: There was a partial recognition of owner-caused delays.</i> LD amount: \$508,400					

WORK HISTORY AND QUALITY FORM – DESIGNER
Michael Baker International, Inc.

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lead Designer’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Designer (in thousands)
Name: I-26 Widening and S-275 (Nexton Parkway) Interchange , Berkeley County	Name: Michael Baker International, Inc	Name of Owner: Berkeley County Project Manager: Frank Carson, PE Phone: 843-719-4179 Email: frank.carson@berkeleycountysc.gov	 Professional Services: 2017 Construction: 2019	 \$75,000	 \$3,001 (fee)
g. Narrative describing the work performed by Lead Designer.					
Michael Baker developed final bridge and final roadway construction plans, prepared and negotiated construction permits, and provided bidding support.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Designer’s performance on the project to identify Lead Designer with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Designer has records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
n/a					
i. Quality Initiatives. Discuss Lead Designer’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
n/a					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Designer shall provide a detailed explanation below.					
The Lead contractor filed a notice of claim against the Lead Designer for the above referenced project – the claim was mediated/arbitrated successfully. The project was late and SCDOT charged the Lead contractor Anderson Columbia liquidated damaged in an approximate amount of \$1.7 million. Anderson Columbia terminated the Boggs Paving team from the JV for Non Performance during the project and took over the paving operations after suffering significant delays due to lack of production and other issues surrounding achievement of project specifications related to cross slope. None of these issues were attributed to the design of the project, and the Anderson Columbia – Boggs JV to our knowledge litigated the issue, but the outcome is not known.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
The Lane Construction Corporation

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lead Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor (in thousands)
Name: FL Turnpike from Osceola Parkway to Beachline Expressway Location: Ocoee, FL	The Lane Construction Corporation, Lead Contractor	Name of Owner: Florida’s Turnpike Enterprise (FTE) Project Manager: Peter Nissen, PE Phone: 954-934-1113 Email: pete.nissen@dot.state.fl.us	7/2020 (est.)	\$178,000	\$178,000
g. Narrative describing the work performed by Lead Contractor.					
The specific limits for this project are the northbound and southbound lanes from MP 247 to MP 255. Within this proposed 8-lane section of SR 91, the northbound and Southbound directions each will consist of two 12-foot express lanes separated from two 12-foot general purpose toll lanes by a 4-foot buffer with express lane markers. Other improvements associated with this project include the construction of three ramps at the SR 91/SR 417 interchange; the reconstruction and/or widening of the Osceola Parkway and Orlando South Interchange exit/entry ramps, including the replacement of the existing ramp bridge at the Orlando South Interchange; the replacement of the SR 91 bridges over the Central Florida Rail Corridor and over Central Florida Parkway/CSX Railroad Spur; and the replacement of existing Orange County roadway overpasses at CR 527 and Taft-Vineland Road.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor’s performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Lead Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.					
4. Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated? Lane’s Project Segment division received one serious citation in the last five years, issued for The FL Turnpike – Osceola/Beachline project. The citation was received for the failure to wear fall protection while operating a manlift over 12 feet above the ground. Lane’s Plants & Paving Segment division, sold in December 2018, received one serious citation for a confined space violation on a separate project.					

APPENDIX D *LEGAL & FINANCIAL*





August 10, 2020

South Carolina Department of Transportation
Office of Professional Services Contracting
955 Park Street, Room 101
Columbia, SC 29201
Attn: Ms. Carmen Wright

RE: Request for Qualifications – Project ID P038652 (the “RFQ”)
Interstate 77 Panther Interchange (the “Project”)
Statement of Financial Capacity

Ms. Wright,

In response to Section 3.6.1 of the above-referenced RFQ, I hereby declare that The Lane Construction Corporation, the Proposer, has the financial capacity and resources necessary to complete the Project as proposed in the RFQ.

Sincerely,

Mark A. Schiller
President and Chief Executive Officer

On this 10th day of August, 2020, before me, Lori A. Wasilesky a Notary Public for Connecticut, personally appeared Mark A. Schiller, known to me to be the person described in the foregoing Affidavit, and acknowledged that he executed the same in the capacity therein stated and for the purposed therein contained. In witness thereof, I hereunto set my hand and official seal.



Notary Public

My Commission Expires: **LORI A. WASILESKY**
NOTARY PUBLIC
STATE OF CONNECTICUT
My Commission Expires October 31, 2023

LIBERTY MUTUAL INSURANCE COMPANY
ZURICH AMERICAN INSURANCE COMPANY FIDELITY AND DEPOSIT COMPANY OF MARYLAND
BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY
UNITED STATES FIRE INSURANCE COMPANY NATIONWIDE MUTUAL INSURANCE COMPANY

August 12, 2020

South Carolina Department of Transportation
955 Park Street
P.O. Box 191
Columbia, SC 29202-0191

RE: **The Lane Construction Corporation**
Request for Qualifications
Interstate 77 Panther Interchange
Design-Build Project; Project ID P038652, York County, South Carolina
Estimated Project Value: \$90,000,000.00

To Whom It May Concern:

This letter will serve to confirm that The Lane Construction Corporation is a highly regarded and valued client of the sureties, Liberty Mutual Insurance Company, Zurich American Insurance Company, Fidelity and Deposit Company of Maryland, Berkshire Hathaway Specialty Insurance Company, United States Fire Insurance Company and Nationwide Mutual Insurance Company (the 'co-sureties'). Each surety company is licensed to conduct surety business in the State of South Carolina, and each surety company holds a Certificate of Authority as listed in the Department of the Treasury's Listing of Approved Sureties (Department Circular 570) dated July 1, 2020. Furthermore, each surety company is rated "A" or better by A.M. Best Company, all with Financial Size Category "XIII" or better.


The Lane Construction Corporation has developed a strong track record of completing complex construction projects on time and within the available budget. The co-sureties provide surety support for The Lane Construction Corporation for individual projects with contract values approaching \$450,000,000 and corresponding backlogs approaching \$5,000,000,000. The co-sureties are prepared to provide single 100% Performance and 100% Labor and Materials Payment Bonds for this Project as proposed in the RFQ, in the amount of the anticipated cost of construction should The Lane Construction Corporation be the successful bidder and enter into a contract for this Project.

Naturally, as is customary within the surety industry, the issuance of any bonds is contingent upon a favorable underwriting review of project specifics including, but not limited to, the contract terms, conditions, documents, bond forms and confirmation of complete project financing by both The Lane Construction Corporation and its co-sureties, as well as such other underwriting criteria that may be applicable, at the time a request for bonds is made. We assume no liability to third parties or to you by issuance of this letter, should bid or final bonds not be issued.

Should you need additional assurance regarding the technical ability or bonding capacity of The Lane Construction Corporation, please do not hesitate to contact this office.

Sincerely,

Liberty Mutual Insurance Company
Zurich American Insurance Company
Fidelity and Deposit Company of Maryland
Berkshire Hathaway Specialty Insurance Company
United States Fire Insurance Company
Nationwide Mutual Insurance Company


Theresan E. Rowedder
Attorney-in-Fact





This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

Certificate No: 8197979-012022

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Maria Chaves; Jean Correia; Jane Gilson; Mark P. Herendeen; Bryan Huft; Theresan E. Rowedder; Kevin A. White

all of the city of Boston state of MA each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 15th day of November, 2018.



Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

By:

David M. Carey
David M. Carey, Assistant Secretary

State of PENNSYLVANIA ss
County of MONTGOMERY

On this 15th day of November, 2018 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at King of Prussia, Pennsylvania, on the day and year first above written.



COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Teresa Pastella, Notary Public
Upper Merion Twp., Montgomery County
My Commission Expires March 28, 2021
Member, Pennsylvania Association of Notaries

By:

Teresa Pastella
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV - OFFICERS: Section 12. Power of Attorney.

Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII - Execution of Contracts: Section 5. Surety Bonds and Undertakings.

Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation - The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization - By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 12th day of August, 2020



By:

Renee C. Llewellyn
Renee C. Llewellyn, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

To confirm the validity of this Power of Attorney call 1-610-832-8240 between 9:00 am and 4:30 pm EST on any business day.

**ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY**


KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by **Robert D. Murray, Vice President**, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint **Mark P. HERENDEEN, Jean CORREIA, Maria CHAVES, Theresan E. ROWEDDER, Bryan HUFT and Jane GILSON, all of Boston, Massachusetts**, EACH, its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: any and all bonds and undertakings, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland, and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland, in their own proper persons.

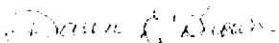
The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 26th day of March, A.D. 2020.



ATTEST:
ZURICH AMERICAN INSURANCE COMPANY-
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY-
FIDELITY AND DEPOSIT COMPANY OF MARYLAND-


By: **Robert D. Murray**
Vice President


By: **Dawn E. Brown**
Secretary

State of Maryland
County of Baltimore

On this 26th day of March, A.D. 2020, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Robert D. Murray, Vice President and Dawn E. Brown, Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, depose and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.




Constance A. Dunn, Notary Public

My Commission Expires: July 9, 2023

EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify or revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Secretary of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies,
this 12th day of August, 2020.



By: Brian M. Hodges
Vice President

TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT A COMPLETE DESCRIPTION OF THE CLAIM INCLUDING THE PRINCIPAL ON THE BOND, THE BOND NUMBER, AND YOUR CONTACT INFORMATION TO:

Zurich Surety Claims
1299 Zurich Way
Schaumburg, IL 60196-1056
www.reportsfclaims@zurichna.com
800-626-4577



Power Of Attorney

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY NATIONAL INDEMNITY COMPANY / NATIONAL LIABILITY & FIRE INSURANCE COMPANY

Know all men by these presents, that **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at One Lincoln Street, 23rd Floor, Boston, Massachusetts 02111, **NATIONAL INDEMNITY COMPANY**, a corporation existing under and by virtue of the laws of the State of Nebraska and having an office at 3024 Harney Street, Omaha, Nebraska 68131 and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, a corporation existing under and by virtue of the laws of the State of Connecticut and having an office at 100 First Stamford Place, Stamford, Connecticut 06902 (hereinafter collectively the "Companies"), pursuant to and by the authority granted as set forth herein, do hereby name, constitute and appoint: **Maria Chaves, Jean Correia, Theresan E. Rowedder, Jane Gilson, Mark P. Herendeen, 53 State Street, Suite 2201 of the city of Boston State of Massachusetts**, their true and lawful attorney(s)-in-fact to make, execute, seal, acknowledge, and deliver, for and on their behalf as surety and as their act and deed, any and all undertakings, bonds, or other such writings obligatory in the nature thereof, in pursuance of these presents, the execution of which shall be as binding upon the Companies as if it has been duly signed and executed by their regularly elected officers in their own proper persons. **This authority for the Attorney-in-Fact shall be limited to the execution of the attached bond(s) or other such writings obligatory in the nature thereof.**

In witness whereof, this Power of Attorney has been subscribed by an authorized officer of the Companies, and the corporate seals of the Companies have been affixed hereto this date of December 20, 2018. This Power of Attorney is made and executed pursuant to and by authority of the Bylaws, Resolutions of the Board of Directors, and other Authorizations of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY and NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, which are in full force and effect, each reading as appears on the back page of this Power of Attorney, respectively. **The following signature by an authorized officer of the Company may be a facsimile, which shall be deemed the equivalent of and constitute the written signature of such officer of the Company for all purposes regarding this Power of Attorney, including satisfaction of any signature requirements on any and all undertakings, bonds, or other such writings obligatory in the nature thereof, to which this Power of Attorney applies.**

**BERKSHIRE HATHAWAY SPECIALTY
INSURANCE COMPANY,**

By:

David Fields, Executive Vice President



**NATIONAL INDEMNITY COMPANY,
NATIONAL LIABILITY & FIRE INSURANCE COMPANY,**

By:

David Fields, Vice President

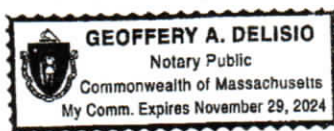


NOTARY

State of Massachusetts, County of Suffolk, ss:

On this 20th day of December, 2018, before me appeared David Fields, Executive Vice President of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY** and Vice President of **NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, who being duly sworn, says that his capacity is as designated above for such Companies; that he knows the corporate seals of the Companies; that the seals affixed to the foregoing instrument are such corporate seals; that they were affixed by order of the board of directors or other governing body of said Companies pursuant to its Bylaws, Resolutions and other Authorizations, and that he signed said instrument in that capacity of said Companies.

[Notary Seal]

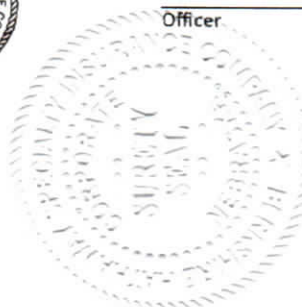


Notary Public

I, Ralph Tortorella, the undersigned, Officer of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY** and **NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies which is in full force and effect and has not been revoked. IN TESTIMONY WHEREOF, see hereunto affixed the seals of said Companies this **August 12, 2020**.



Officer



To verify the authenticity of this Power of Attorney please contact us at: BHSI Surety Department, Berkshire Hathaway Specialty Insurance Company, One Lincoln Street, 23rd Floor Boston, MA 02111 | (770) 625-2516 or by email at Jennifer.Porter@bhsig.com THIS POWER OF ATTORNEY IS VOID IF ALTERED

To notify us of a claim please contact us on our 24-hour toll free number at (855) 453-9675, via email at claimsnotice@bhsig.com, via fax to (617) 507-8259, or via mail.

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY (BYLAWS)

ARTICLE V.

CORPORATE ACTIONS

....

EXECUTION OF DOCUMENTS:

....

Section 6.(b) The President, any Vice President or the Secretary, shall have the power and authority:

- (1) To appoint Attorneys-in-fact, and to authorize them to execute on behalf of the Company bonds and other undertakings, and
- (2) To remove at any time any such Attorney-in-fact and revoke the authority given him.

NATIONAL INDEMNITY COMPANY (BY-LAWS)

Section 4. Officers, Agents, and Employees:

A. The officers shall be a President, one or more Vice Presidents, a Secretary, one or more Assistant Secretaries, a Treasurer, and one or more Assistant Treasurers none of whom shall be required to be shareholders or Directors and each of whom shall be elected annually by the Board of Directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the Board of Directors, and shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the Board of Directors; and the Board of Directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the corporation.

NATIONAL INDEMNITY COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BY-LAWS)

ARTICLE IV

Officers

Section 1. Officers, Agents and Employees:

A. The officers shall be a president, one or more vice presidents, one or more assistant vice presidents, a secretary, one or more assistant secretaries, a treasurer, and one or more assistant treasurers, none of whom shall be required to be shareholders or directors, and each of whom shall be elected annually by the board of directors at each annual meeting to serve a term of office of one year or until a successor has been elected and qualified, may serve successive terms of office, may be removed from office at any time for or without cause by a vote of a majority of the board of directors. The president and secretary shall be different individuals. Election or appointment of an officer or agent shall not create contract rights. The officers of the Corporation shall have such powers and rights and be charged with such duties and obligations as usually are vested in and pertain to such office or as may be directed from time to time by the board of directors; and the board of directors or the officers may from time to time appoint, discharge, engage, or remove such agents and employees as may be appropriate, convenient, or necessary to the affairs and business of the Corporation.

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BOARD RESOLUTION ADOPTED AUGUST 6, 2014)

RESOLVED, That the President, any Vice President or the Secretary, shall have the power and authority to (1) appoint Attorneys-in-fact, and to authorize them to execute on behalf of this Company bonds and other undertakings and (2) remove at any time any such Attorney-in-fact and revoke the authority given.

**POWER OF ATTORNEY
UNITED STATES FIRE INSURANCE COMPANY
PRINCIPAL OFFICE - MORRISTOWN, NEW JERSEY**

80844

KNOW ALL MEN BY THESE PRESENTS: That United States Fire Insurance Company, a corporation duly organized and existing under the laws of the state of Delaware, has made, constituted and appointed, and does hereby make, constitute and appoint:

Mark P. Herendeen, Theresan E. Rowedder, Jean Correia, Jane Gilson, Bryan Huft, Maria Chaves

each, its true and lawful Attorney(s)-In-Fact, with full power and authority hereby conferred in its name, place and stead, to execute, acknowledge and deliver: Any and all bonds and undertakings of surety and other documents that the ordinary course of surety business may require, and to bind United States Fire Insurance Company thereby as fully and to the same extent as if such bonds or undertakings had been duly executed and acknowledged by the regularly elected officers of United States Fire Insurance Company at its principal office, in amounts or penalties not exceeding: **UNLIMITED**

This Power of Attorney limits the act of those named therein to the bonds and undertakings specifically named therein, and they have no authority to bind United States Fire Insurance Company except in the manner and to the extent therein stated.

This Power of Attorney revokes all previous Powers of Attorney issued on behalf of the Attorneys-In-Fact named above and expires on January 31, 2021.

This Power of Attorney is granted pursuant to Article IV of the By-Laws of United States Fire Insurance Company as now in full force and effect, and consistent with Article III thereof, which Articles provide, in pertinent part:

Article IV, Execution of Instruments - Except as the Board of Directors may authorize by resolution, the Chairman of the Board, President, any Vice-President, any Assistant Vice President, the Secretary, or any Assistant Secretary shall have power on behalf of the Corporation:

(a) to execute, affix the corporate seal manually or by facsimile to, acknowledge, verify and deliver any contracts, obligations, instruments and documents whatsoever in connection with its business including, without limiting the foregoing, any bonds, guarantees, undertakings, recognizances, powers of attorney or revocations of any powers of attorney, stipulations, policies of insurance, deeds, leases, mortgages, releases, satisfactions and agency agreements;

(b) to appoint, in writing, one or more persons for any or all of the purposes mentioned in the preceding paragraph (a), including affixing the seal of the Corporation.

Article III, Officers, Section 3.11, Facsimile Signatures. The signature of any officer authorized by the Corporation to sign any bonds, guarantees, undertakings, recognizances, stipulations, powers of attorney or revocations of any powers of attorney and policies of insurance issued by the Corporation may be printed, facsimile, lithographed or otherwise produced. In addition, if and as authorized by the Board of Directors, dividend warrants or checks, or other numerous instruments similar to one another in form, may be signed by the facsimile signature or signatures, lithographed or otherwise produced, of such officer or officers of the Corporation as from time to time may be authorized to sign such instruments on behalf of the Corporation. The Corporation may continue to use for the purposes herein stated the facsimile signature of any person or persons who shall have been such officer or officers of the Corporation, notwithstanding the fact that he may have ceased to be such at the time when such instruments shall be issued.

IN WITNESS WHEREOF, United States Fire Insurance Company has caused these presents to be signed and attested by its appropriate officer and its corporate seal hereunto affixed this 10th day of March, 2016.

UNITED STATES FIRE INSURANCE COMPANY



Anthony R. Slimowicz

Anthony R. Slimowicz, Executive Vice President

State of New Jersey }
County of Morris }

On this 10th day of March 2016, before me, a Notary public of the State of New Jersey, came the above named officer of United States Fire Insurance Company, to me personally known to be the individual and officer described herein, and acknowledged that he executed the foregoing instrument and affixed the seal of United States Fire Insurance Company thereto by the authority of his office.

SONIA SCALA
NOTARY PUBLIC OF NEW JERSEY
MY COMMISSION EXPIRES 3/25/2024
No. 2163686

Sonia Scala

(Notary Public)

I, the undersigned officer of United States Fire Insurance Company, a Delaware corporation, do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy is still in force and effect and has not been revoked.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of United States Fire Insurance Company on the 12th day of August 2020

UNITED STATES FIRE INSURANCE COMPANY



Peter M. Quinn

Peter M. Quinn, Senior Vice President

Power of Attorney

KNOW ALL MEN BY THESE PRESENTS THAT:

Nationwide Mutual Insurance Company, an Ohio corporation

hereinafter referred to severally as the "Company" and collectively as "the Companies" does hereby make, constitute and appoint:

Mark P. Herendeen, Jean Correia, Jane Gilson, Maria Chaves, Theresan E. Rowedder, Bryan Huft

each in their individual capacity, its true and lawful attorney-in-fact, with full power and authority to sign, seal, and execute on its behalf any and all bonds and undertakings, and other obligatory instruments of similar nature, in penalties not exceeding the sum of

UNLIMITED

and to bind the Company thereby, as fully and to the same extent as if such instruments were signed by the duly authorized officers of the Company; and all acts of said Attorney pursuant to the authority given are hereby ratified and confirmed.

This power of attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the board of directors of the Company:

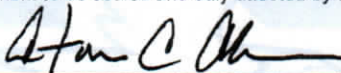
"RESOLVED, that the president, or any vice president be, and each hereby is, authorized and empowered to appoint attorneys-in-fact of the Company, and to authorize them to execute and deliver on behalf of the Company any and all bonds, forms, applications, memorandums, undertakings, recognizances, transfers, contracts of indemnity, policies, contracts guaranteeing the fidelity of persons holding positions of public or private trust, and other writings obligatory in nature that the business of the Company may require; and to modify or revoke, with or without cause, any such appointment or authority; provided, however, that the authority granted hereby shall in no way limit the authority of other duly authorized agents to sign and countersign any of said documents on behalf of the Company."

"RESOLVED FURTHER, that such attorneys-in-fact shall have full power and authority to execute and deliver any and all such documents and to bind the Company subject to the terms and limitations of the power of attorney issued to them, and to affix the seal of the Company thereto; provided, however, that said seal shall not be necessary for the validity of any such documents."

This power of attorney is signed and sealed under and by the following bylaws duly adopted by the board of directors of the Company.

Execution of Instruments. Any vice president, any assistant secretary or any assistant treasurer shall have the power and authority to sign or attest all approved documents, instruments, contracts, or other papers in connection with the operation of the business of the company in addition to the chairman of the board, the chief executive officer, president, treasurer or secretary; provided, however, the signature of any of them may be printed, engraved, or stamped on any approved document, contract, instrument, or other papers of the Company.

IN WITNESS WHEREOF, the Company has caused this instrument to be sealed and duly attested by the signature of its officer the 27th day of February, 2019.



Antonio C. Albanese, Vice President of Nationwide Mutual Insurance Company

ACKNOWLEDGMENT

STATE OF NEW YORK, COUNTY OF NEW YORK: ss

On this 27th day of February, 2019, before me came the above-named officer for the Company aforesaid, to me personally known to be the officer described in and who executed the preceding instrument, and he acknowledged the execution of the same, and being by me duly sworn, deposes and says, that he is the officer of the Company aforesaid, that the seal affixed hereto is the corporate seal of said Company, and the said corporate seal and his signature were duly affixed and subscribed to said instrument by the authority and direction of said Company.



Suzanne C. Delio
Notary Public, State of New York
No. 02DE6116649
Qualified in Westchester County
Commission Expires September 16, 2021

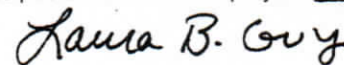


Notary Public
My Commission Expires
September 16, 2021

CERTIFICATE

I, Laura B. Guy, Assistant Secretary of the Company, do hereby certify that the foregoing is a full, true and correct copy of the original power of attorney issued by the Company; that the resolution included therein is a true and correct transcript from the minutes of the meetings of the boards of directors and the same has not been revoked or amended in any manner; that said Antonio C. Albanese was on the date of the execution of the foregoing power of attorney the duly elected officer of the Company, and the corporate seal and his signature as officer were duly affixed and subscribed to the said instrument by the authority of said board of directors, and the foregoing power of attorney is still in full force and effect.

IN WITNESS WHEREOF, I have hereunto subscribed my name as Assistant Secretary, and affixed the corporate seal of said Company this 12TH day of AUGUST, 2020.



Assistant Secretary

BDJ 1(02-19)00



Columbia, South Carolina

**SOUTH CAROLINA DEPARTMENT
OF
TRANSPORTATION**

PRIME CONTRACTOR

PREQUALIFICATION CERTIFICATE

This Certifies that your company has complied with the rules and regulations of the Department and the State of South Carolina, and subject to the rules and regulations for a prime contractor, is declared eligible to submit a bid and be awarded any construction contract issued by the Department, subject to obtaining proper bonds and insurance acceptable to the Department and complying with all other statutory and contract requirements.

ALL BIDS SUBMITTED TO THE DEPARTMENT MUST BE IN THE NAME AS SHOWN BELOW.

THE LANE CONSTRUCTION CORPORATION

Vendor ID: 1TH013

Issued : October 9, 2019

Expires: October 31, 2020

Approved By: _____

A handwritten signature in black ink, appearing to be "J. L. Lane", is written over a horizontal line. The signature is cursive and stylized.

Prequalification Coordinator

APPENDIX E

ORGANIZATIONAL

CONFLICT OF INTEREST



DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

PROPOSER hereby indicates that it has, to the best of its knowledge and belief has:

 X Determined that no potential organizational conflict of interest exists.

 Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

1. Describe nature of the potential conflict(s):
2. Describe measures proposed to mitigate the potential conflict(s):



Signature

August 10, 2020
Date

Mark A. Schiller

Print Name

The Lane Construction Corporation

Company

If a potential conflict has been identified, please provide name and phone number for a contact person authorized to discuss this disclosure certification with Department of Transportation contract personnel.

Name

Phone

Company

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

PROPOSER hereby indicates that it has, to the best of its knowledge and belief has:

☒ Determined that no potential organizational conflict of interest exists.

☐ Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

1. Describe nature of the potential conflict(s):

2. Describe measures proposed to mitigate the potential conflict(s):



Signature

8/7/2020

Date

Helen Renee Tison, PE

Print Name

Michael Baker International, Inc.

Company

If a potential conflict has been identified, please provide name and phone number for a contact person authorized to discuss this disclosure certification with Department of Transportation contract personnel.

Name

Phone

Company

APPENDIX F
CONFIDENTIAL OR PROPRIETARY
INFORMATION SUMMARY LIST



3.1.5 Confidential

This SOQ submittal does not contain any confidential or proprietary information.

APPENDIX G ***APPENDIX RECEIPT FORMS***



NOTICE OF RECEIPT
Interstate 77 Panther Interchange
Design-Build – Project ID P038652
York County

Addendum 1

The information in this addendum shall be made part of the contract documents. PROPOSERS are instructed to incorporate the information into the previously provided RFQ documents.

PROPOSERS are required to sign this document and enclose it with their Statement of Qualifications. Receipt of this signed document by The South Carolina Department of Transportation serves as confirmation that the PROPOSER has received and incorporated this Addendum into the contract documents.

Confirmation Statement:

I, the PROPOSER confirm that I have received this addendum package and have incorporated the information provided in the addendum into the contract documents.



PROPOSER's Signature

20 August 2020

Date

Martin S. Grem, PE, DBIA

Printed Name

For: The Lane Construction Corporation
Design-Build Team Name



APPENDIX H
**KEY INDIVIDUAL & CONTRACTOR/
DESIGNER REFERENCE FORMS**



Email	First Name	Last Name	Company Name	Project Name	Team
parrissl@scdot.org	Shane	Parris	Lane	I-85 Widening Phase 3	Lane
gaffneysh@scdot.org	Sarah	Hammrick Gaffney	Lane	Port Access Road	Fluor-Lane South Carolina, LLC
mevans8@ncdot.gov	Matthew	Evans	Lane	I-40/I-77 Interchange - I-3819B/U-6039	Lane
reynoldssbs@scdot.org	Bradley	Reynolds	Michael Baker	I-85 Widening Phase 3	Lane
reynoldssbs@scdot.org	Bradley	Reynolds	Michael Baker	I-26 Widening MM 85 to MM 101 D-B Preparation	Archer Western/ICE
rank.carson@berkeleycountysc.go	Frank	Carson	Michael Baker	I-26 Widening and S-275 (Nexton Parkway) Interchange	Banks Construction



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
parrissl@scdot.org	Shane	Parris	David Chaparro	I-85 Widening Phase 3 Cherokee County – P027116	Area Project Engineer	Lane
jscott1@ncdot.gov	Jordan	Scott	David Chaparro	I-40/US52 Concrete Rehab. D-B Forsyth County – C203967	Project Manager	Lane
vmabry@ncdot.gov	Virginia	Mabry	David Chaparro	I-85/I-485 Turbine Interchange – C202523	Sr. Project Engineer	Lane
kseitz@ncdot.gov	P. Kelly	Seitz	David Chaparro	I-85 Over Yadkin River - C202383	Assistant Project Engineer	Lane
(retired) email not available	Mark	Freeman	David Chaparro	I-77 Widening Yadkin County – C201269	Sr. Job Engineer	Lane
parrissl@scdot.org	Shane	Parris	Drew Baucom	I-85 Widening Phase 3 Cherokee County – P027116	Design-Build Manager	Lane
mevans8@ncdot.gov	Matthew	Evans	Drew Baucom	I-40/I-77 Interchange - I-3819B/U-6039	Design-Build Manager	Lane
cdhinnant@ncdot.gov	Chad	Hinnant	Drew Baucom	I-440 Widening & Improvements D-B – U-4437/U-2719	Design-Build Manager	Lane
jrcook@ncdot.gov	Jim	Cook	Drew Baucom	Brawley School Road Widening – C201902	Project Mgr/Superintendent	Lane
mdwiebke@charlotteairport.com	Mark	Wiebke	Drew Baucom	Charlotte-Douglass Int. Airport, Ramp E Expansion, Phases I-III	Project Mgr/Superintendent	Lane
reynoldssbs@scdot.org	Bradley	Reynolds	Steve Swygert	I-85 Widening Phase 3 Cherokee County – P027116	Lead Design Engineer	Michael Baker
reynoldssbs@scdot.org	Bradley	Reynolds	Steve Swygert	I-26 Widening MM 85 to 101 Design-Build Preparation	Project Manager	Michael Baker
reynoldssbs@scdot.org	Bradley	Reynolds	Steve Swygert	I-85 Rocky Creek Design-Build Preparation	Task Manager	Michael Baker
burtond@scdot.org	Daniel	Burton	Steve Swygert	US 17 (ACE Basin) Improvements Design-Build	Design Manager	Michael Baker
rdrochelle@ncdot.gov	Rodger	Rochelle	Steve Swygert	US 64 – Knightdale Bypass Design-Build	Design Manager	Michael Baker
parrissl@scdot.org	Shane	Parris	Chris Magro	I-85 Widening Phase 3 Cherokee County – P027116	Construction Manager	Lane
dthering@ncdot.gov	David	Hering	Chris Magro	I-85 Widening Rowan County	Superintendent	Lane
dbsmith@charlottenc.gov	David	Smith	Chris Magro	LYNX Blue Line Extension, Section B & C Civil/Roadway	Superintendent	Lane
rdrochelle@ncdot.gov	Roger	Rochelle	Chris Magro	I-85 Widening Cabarrus County	Assistant Superintendent	Lane
email not available	n/a	n/a	Chris Magro	Langtree Road Intersection	Foreman	Lane
Richard.hisrich@csx.com	Richard	Hisrich	Brian Weihrauch	Carolina Connector Intermodal Rail Terminal Project	Construction Mgr./Sr. Inspector	Michael Baker
chuffines@mbakerintl.com	Chad	Huffines	Brian Weihrauch	CEI Area Manager	Senior Office/Field Engineer	Michael Baker
Quattleblb@scdot.org	Leah	Quattlebaum	Brian Weihrauch	SC 707 Widening Project	Senior Office/Field Engineer	Michael Baker
Fabian.Testa@rtd-denver.com	Fabian	Testa	Brian Weihrauch	RTD FasTracks Eagle P3 Commuter Rail	Sr. Const. Inspector/QM Oversight	Michael Baker





The Lane Construction Corporation
6125 Tyvola Centre Drive, Charlotte, NC 28217
www.laneconstruct.com | 704.679.0561