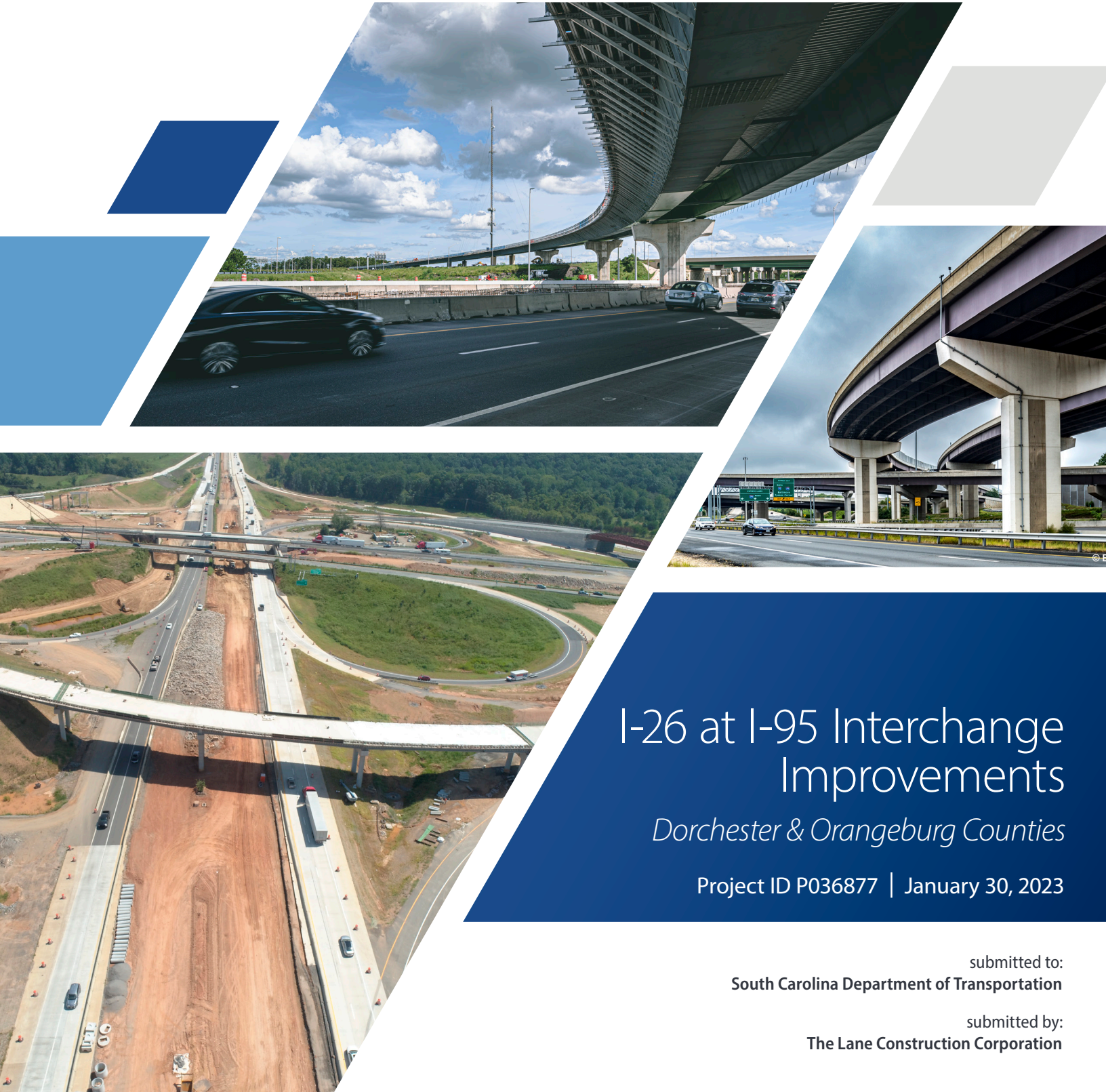




Statement of Qualifications



I-26 at I-95 Interchange Improvements

Dorchester & Orangeburg Counties

Project ID P036877 | January 30, 2023

submitted to:
South Carolina Department of Transportation

submitted by:
The Lane Construction Corporation

DESIGN-BUILD



3.2 Introduction

3.2.1 Contracting Entity – The Lane Construction Corporation (Lane) is the sole entity with whom SCDOT will be contracting. David J. Rankin, PE, (contact information below) has the authority to sign contracts on behalf of Lane. The project will be managed from a Lane’s Charlotte office with a local contract office onsite.

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

3.2.2 Proposer’s Points of Contact for Procurement

Name	Firm	Mailing Address	Phone	Email
Drew Baucom, PE	Lane	6125 Tyvola Centre Drive Charlotte, NC 28217	Office: 704-679-0535 Mobile: 704-201-1248	atbaucom@laneconstruct.com
Kenneth Davis, PE	Dewberry	10461 Mill Run Drive, Ste. 300 Owings Mills, MD 21117	Office: 410-645-1408 Mobile: 410-591-4461	kdavis@dewberry.com

3.2.3 Full Legal Name of Lead Contractor and Lead Designer – The Lane Construction Corporation is the full legal name of the Lead Contractor and will be the Proposer. **Dewberry Engineers Inc.** is the full legal name of the Lead Design firm.

3.2.4 Unique Entity ID

Firm	Entity ID
Lane	R1BYK4E3LAX7
Dewberry	K3WDSCEDY1V5 (Fairfax, VA)

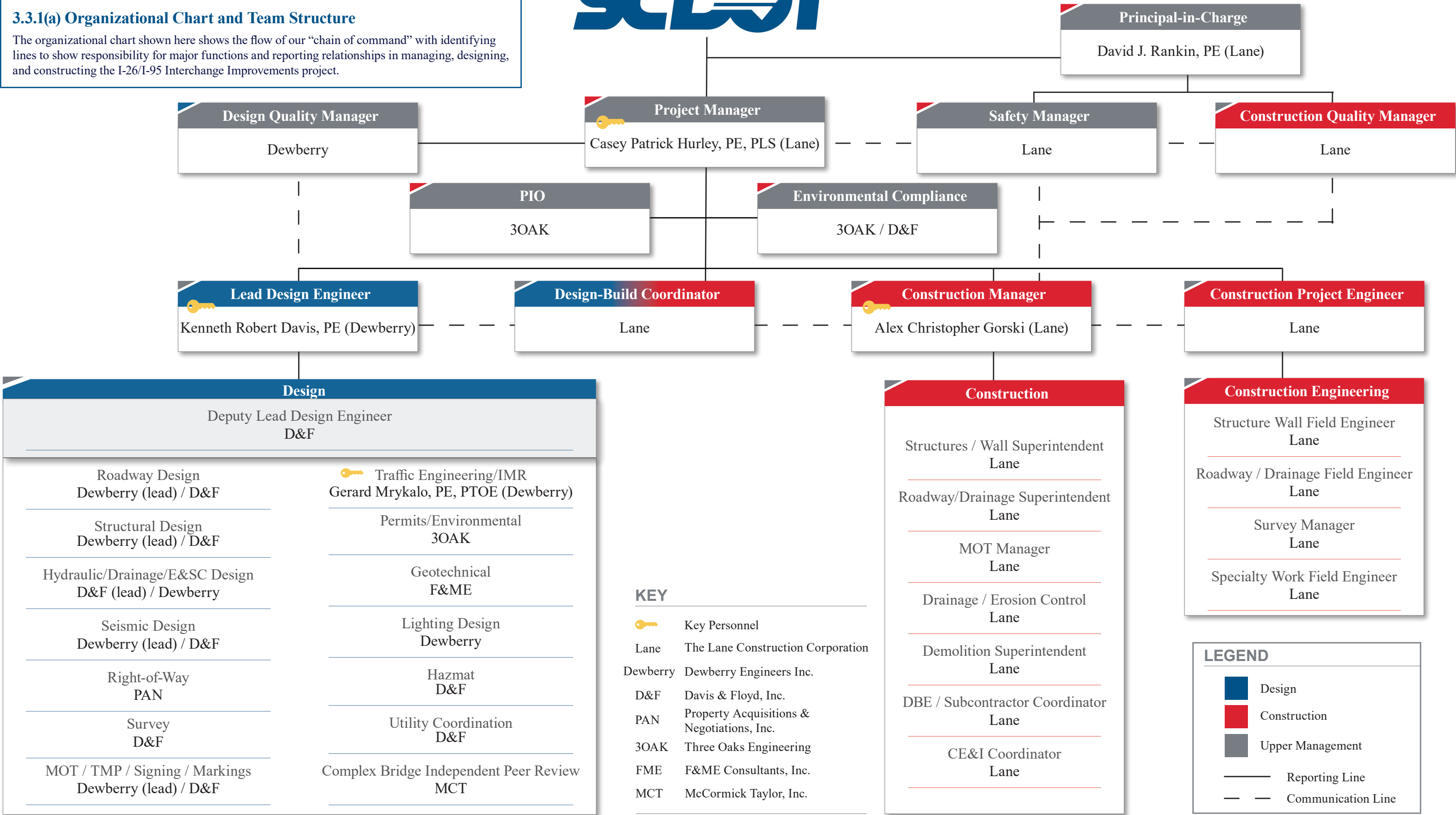
3.2.5 Commitment – Lane and Dewberry (the Lane Team) have partnered to present SCDOT with a proven team with a history of successful delivery on design-build (D-B) projects. **Davis & Floyd, Inc. (D&F)** will serve as a major design subconsultant. Our Team offers demonstrated local knowledge and resources, cost-effective and schedule-conscious execution, and extensive experience and familiarity with SCDOT’s design, construction, and quality procedures and expectations.

Lane and Dewberry confirm the commitment that all Key Individuals identified within this SOQ are available for the duration of the I-26 at I-95 Interchange Improvements D-B project. Our Team is committed to providing all necessary resources and personnel required to meet or exceed SCDOT’s quality and schedule expectations and successfully deliver the project.

3.3 Team Structure and Project Approach

3.3.1(a) Organizational Chart and Team Structure

The organizational chart shown here shows the flow of our “chain of command” with identifying lines to show responsibility for major functions and reporting relationships in managing, designing, and constructing the I-26/I-95 Interchange Improvements project.



3.3 Team Structure and Project Execution

3.3.1(b) Team Structure & Integration – Lane will serve as the sole contracting entity with SCDOT. Dewberry serve as Lead Designer under direct contract to Lane, supported by major design subconsultant D&F. Our design team has been structured to capitalize on the interwoven strengths of each specialty firm, including subconsultants Three Oaks Engineering (3OAK), F&ME Consultants, Inc. (FME), and Property Acquisitions and Negotiations, Inc. (PAN). All design subconsultants will be under direct contract, reporting to Dewberry.

3.3.1(c) Previous Teaming Success

SCDOT PORT ACCESS ROAD D-B

Description	\$220.7 million The Port Access project constructed a new direct access road from I-26 to the new Port terminal. The modification of Exits 217 and 218 on I-26 features a three-level flyover interchange. The new roadway is an elevated viaduct which avoids impediments including railroad crossings, tidal creeks, and hazardous material locations.
Lane Participation	Contractor JV Member: Roadway, bridge, and interchange construction; bridge replacement; earthwork; paving; drainage; MSE & retaining walls; utility relocation; demolition; noise barriers; environmental permitting & mitigation
D&F Participation	Subcontractor to Lead Design firm: Roadway and bridge design, environmental, permitting, survey, drainage & pre-construction utility coordination
Collaboration	Lane and D&F (supported by PAN) and Lane coordinated directly for the 24 required ROW acquisitions were required and nearly half of the acquisitions had impacts to existing businesses or required busi-ness relocations. This heavy industrial area required significant coordination with the business owners to maintain their operations while constructing the project adjacent to and over their existing operating footprints. D&F's local presence for more than 50 years in the Charleston area and preconstruction ex-perience with utility providers helped meet the needs of local business owners and provide assistance to Lane with utility service providers.
Construction & Design Reference	Design: SCDOT Jae Mattox mattoxjh@scdot.org 803-737-1805 Construction: SCDOT Sarah Gaffney gaffneysh@scdot.gov 843-514-9847

TRIP II DULLES GREENWAY TOLL ROAD WIDENING

Description	\$45.1 million The Dulles Greenway is a 14-mile limited-access freeway extension of the Dulles Toll Road from Route 28 at the entrance to Dulles International Airport to the Route 7/15 bypass at Leesburg, Virginia. The project was the first private toll highway development in Virginia in 170 years and a leading example of the current national trend toward privatization of public facilities. The Greenway includes nine interchanges and five major stream crossings. Lane's project was the first widening of the Greenway from four lanes to six lanes in the 2000s. The widening was from the Mainline Toll plaza, west to just beyond Route 606.
Lane Participation	Contractor: Roadway and roadway-related specialties, drainage, earthwork; stormwater management, MOT, signing and marking, signals, lighting, pavement rehabilitation and resurfacing, utility coordination, erosion and sediment control; and environmental permitting & mitigation
Dewberry Participation	Lead Design firm: Responsible for all design aspects of the project including survey, geotechnical, pavement design, roadway geometric design and details, utility design, and coordination, corridor and intersection lighting, MOT, signing and pavement marking, traffic signalization, public outreach, and environmental permitting. Dewberry's original design of the Greenway considered future plans and the drainage and SWM were designed to accommodate the future ultimate conditions.
Collaboration	Lane, Dewberry, and TRIP II coordinated throughout the construction phase.
Construction & Design Reference	TRIP II Renee Hamilton rhamilton@dullesgreenway.com 703-975-0768

MDOT SHA MD 4 FROM FORESTVILLE RD TO MD 458 D-B

Description	\$22 million This 2.2-mile community safety and enhancement project extended from Forestville Road to MD 458, encompassing residential and commercial centers inside the Capital Beltway, large employment centers, including Joint Base Andrews, and rural and suburban areas of Prince George's County outside the Capital Beltway.
Lane Participation	Contractor: Roadway and related specialties, drainage, earthwork; stormwater management, MOT, signing and marking, signals, lighting, pavement rehabilitation and resurfacing, utility coordination, erosion and sediment control; and environmental permitting & mitigation. (work performed as Facchina, a former division of Lane)
Dewberry Participation	Lead Design firm: Including Ken Davis, PE, as the Design Manager responsible for all design aspects of the project, including survey, geotechnical, pavement design, roadway geometric design and details, bicycle and pedestrian facility design, context-sensitive design, storm drain design, stormwater management design, H&H analysis, utility design, and coordination, corridor and intersection lighting, MOT, signing and pavement marking, traffic signalization, public outreach, environmental permitting, and construction phase services.
Collaboration	Lane and Dewberry developed six strategies to avoid 64 of 66 identified utility conflicts (10 different utility owners) and proposed relocations. To ensure all strategies were successful, Lane/Dewberry led monthly utility coordination discussions in the combined Utility Task Force meeting. As final design progressed, Lane/Dewberry provided updates each month with specific action items assigned. At project completion, Lane/Dewberry were able to avoid 64 utility relocations with no impacts to the project schedule and budget.
Construction & Design Reference	MDOT SHA Sean Campion scampion@mdot.maryland.gov 410-545-8418

3.3.2 Project Resources, Strategies, and Execution

Team Capacity/Available Resources and Implementation of Resources & Self-Performance

			
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3.3.2(a) Team Capacity and Available Resources

Capacity & Resources	<ul style="list-style-type: none"> » 614 personnel in the Carolinas » 2,833 staff across 8 offices nationwide » More than 80 successful U.S. D-B projects over the last 20 years, totaling \$13 billion in construction cost » National U.S. construction leader with resources to staff and execute projects » 419 pieces of equipment are expected to become available from projects finishing in the Carolinas over the next two years 	<ul style="list-style-type: none"> » 380+ staff in the Carolinas (Dewberry: 260; D&F: 127) » 2,500+ combined staff across firms » Design offices in Columbia, Charleston, Florence, Greenville, Greenwood, SC, and Charlotte, NC » \$21.5B billion in alternative project delivery as lead designer (Dewberry: \$21B; D&F: \$487M) » Dewberry listed as #36 of ENR Top 500 Design Firms » D&F has completed more than 60 SCDOT projects with estimated construction value of \$750M
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3.3.2(b) Implementation of Resources & Self-Performance

Strategies to Implement Available Resources	<ul style="list-style-type: none"> » Top 3 SCDOT D-B contractor with a long history of project success » Self-performing all critical path work with the exception of specialty items » Long history of success meeting DBE goals and utilizing local small business contractors 	<ul style="list-style-type: none"> » Fully dedicated Lead Design Engineer (Dewberry) throughout the design phase » Staffing resources to commit multiple design teams to meet and accelerate the design schedule, as needed » Use of a fully refined design and QC process » Intimate understanding of SCDOT design submittal/review process, policies, and procedures » Self-performing critical design functions, with ability to perform all design functions
Self-Perform	<ul style="list-style-type: none"> » Earthwork » Drainage » Concrete bridge structures & paving » Traffic control » Bridge and wall foundations » Retaining walls » Sound barrier 	<ul style="list-style-type: none"> » Roadway engineering » Bridge/seismic engineering » Hydraulic/E&SC design » HAZMAT » ITS/Traffic engineering » MOT/TMP/Signing » Lighting » Survey » Utility coordination

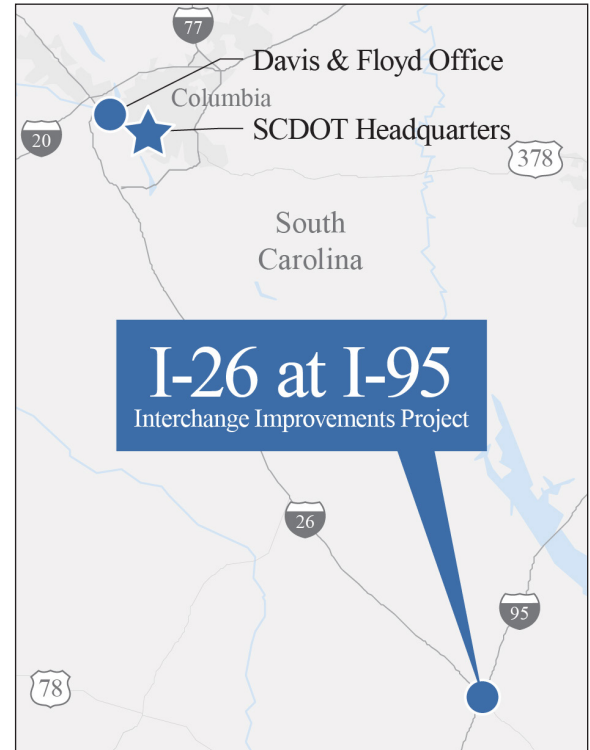
- » As a leading, nationwide contractor, Lane has the resources and experience to handle multiple, large-scale D-B projects simultaneously, despite potential labor shortages and unexpected, far-reaching circumstances such as the COVID-19 pandemic.
- » This ability, coupled with our Team's high amount of self-performance, enables us to reduce costs, improve quality, provide greater schedule certainty, and efficiently deliver this project with minimal disruption.

Lane and Dewberry are currently teamed on two ongoing D-B projects:

Transurban 495 NEXT | \$520M | Lead Contractor: Lane | Major Design Subconsultant: Dewberry

**USACE Tyndall AFB Site Infrastructure & Utilities D-B | \$353M |
Lead Contractor: Lane | Lead Designer: Dewberry**

3.3.2(c) Geographical Location – The Lane Team has been strategically structured to provide the best management and technical expertise to deliver your project. As with most major D-B projects, all key experienced personnel will not be from one company or one location. To best integrate our team, we will co-locate key personnel during the design process in D&F’s Columbia office, which is less than four miles from SCDOT headquarters and has sufficient space for Lane and Dewberry staff. This central location not only provides convenient and “on-call” availability for face-to-face meetings with the Department, but also integrates the design and contractor team, benefitting communication and issue resolution, as well as providing the best means for project execution.



D&F’s Deputy Lead Design Engineer, Brice Urquhart, PE, has 28 years of experience and currently manages their SCDOT work out of their Columbia office. He will assist with coordination of office needs and meeting rooms, as well as facilitate integration of the Lane and Dewberry team members. Lane commits that Lead Design Engineer Ken Davis, PE, and the D-B Coordinator will co-locate to the D&F Columbia office during design.

The D&F Columbia office co-location integration will begin during the RFP phase and will be immediately ready and structured at project award. The Team will transition to a project office located onsite once field operations begin.



3.4 Experience of Key Individuals

3.4.1 Licensure – All team members and firms hold, or will hold prior to execution of the contract, the SCDOT-required licensure to perform work.

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 Manager – Casey Patrick Hurley, PE, PLS

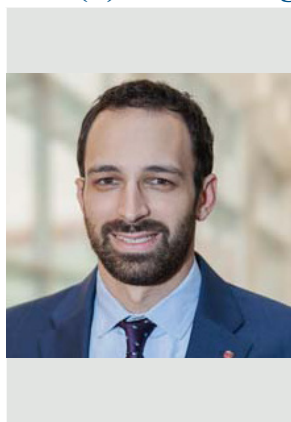

	 Years Experience: 18 Education: B.S., Civil Engineering B.S., Mathematics (Pre-Engineering) Registration: PE: NC (#35094); PMP (#1891635); PLS (#L-5084)	<ul style="list-style-type: none"> » More than 18 years of progressive management experience; transitioning directly from current NCDOT I-40/I-77 system interchange project » Veteran of D-B and similar interchange work in the Carolinas; extensive familiarity with the assigned SC crews from previous turbine interchange projects » Expertise in the management of interchange projects of similar scope, magnitude, and complexity » Versatile management skillset encompassing procurement, bid development and management, operational management, team and stakeholder coordination, and close-out » Holds full authority to finalize decisions
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3.4.5 Design Engineering Team



3.4.5(a) Lead Design Engineer – Kenneth Robert Davis, PE

	 Years Experience: 25 Education: M.S., Civil Engineering Registration: PE: NC (#37789); GA (PE37229); VA (#402061362); MD (#28350); SC (pending)	<ul style="list-style-type: none"> » More than 25 years of industry experience; 20 years in alternative delivery (design-build, P3, etc.), including 15 years of design management experience of highway transportation projects » Extensive experience as a Lead Engineer in charge and responsible for all aspects of the design of projects similar in scope, magnitude, and complexity. » Project experience includes eight design-build and P3 projects valued at \$7.1 billion » Experience on interstate system-to-system interchange modification and reconstruction projects (including I-95)
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3.4.5(b) Traffic Engineer – Gerard Mrykalo, PE, PTOE

	 Years Experience: 17 Education: B.S., Civil Engineering Registration: PE: NC (#37670); GA (PE37238); VA (#402047293); MD (#39670); SC (pending); PTOE (#3459)	<ul style="list-style-type: none"> » More than 17 years of industry experience in traffic analysis, traffic control device design, and MOT design, including 25 design-build projects valued at more than \$2 billion » Served in same role for seven previous projects on I-95 and six previous system-to-system interchange projects » Experience in all aspects of Interchange Modification Reports through both HCM and simulation software » Focused on providing innovative designs to maximize mobility, operational efficiency, and safety
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3.4.6 Construction Manager – Alex Christopher Gorski

	 Years Experience: 16 Education: B.S., Civil Engineering	<ul style="list-style-type: none"> » More than 16 years of industry experience delivering large, complex, fast-paced heavy civil construction projects; nearly 10 years of progressive construction management experience » Experienced in leading design and construction staff in the preconstruction and construction phases » Expertise in the management of construction quality control activities, scheduling, progress reports, work crews, and subcontractor coordination
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3.5 Past Performance of 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, no team member has 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

3.7 Organizational Conflicts of Interest – Appendix E

3.8 SCDOT Prequalification Certification – Appendix D

Additional Team Information & Differentiators

Team Integration for Project Execution

The Lane Team’s extensive D-B experience has shown that full integration of the design, construction, and owner’s teams through regularly scheduled discipline coordination meetings during project execution are critical for a successful project. These focused meetings, which will be led by PM Casey Hurley, PE, PLS, serve as a conduit for disseminating project-critical information and are the central point of decision-making and communication among all involved in the project. These regular open forums among team members (both design and construction) and SCDOT serve to clearly define project criteria, verify SCDOT’s goals and intentions are being met, address corridor-wide safety and constructability issues, and provide consistency in design before becoming schedule-critical.

This approach forges strong relationships that set the foundation to resolve issues early, interact and partner with SCDOT and third-party stakeholders, streamline reviews, eliminate potential construction field issues, and deliver the project safely, as early as possible.

Once shortlisted, the design and construction personnel will

CASE STUDY | Minimizing SCDOT Costs

Lane was awarded a bid-build contract to replace the deficient bridge carrying US 176 over the Broad River. The company developed an innovative approach to minimize construction costs for a new four-lane, 1,160-foot-long bridge while maintaining complex traffic control. Lane retained professional design services to modify the original concept plans, with the engineering improvements resulting in considerable savings to SCDOT.

hold regularly scheduled weekly Design Coordination meetings during the pursuit phase to facilitate constructability reviews and integrate the design and construction processes. Additionally, the Lane Team will utilize the one-on-one meetings with SCDOT during procurement to establish the foundation of communication, trust, and partnering. Lane will continue these regularly scheduled meetings and will coordinate with the design team to provide in-progress reviews of construction drawings and confirm that comments from construction, environmental compliance, and erosion and sedimentation control personnel are incorporated. Our plan for communication and integration of the D-B team, project stakeholders, and SCDOT is summarized in the table below.

Meeting	Phase	Attendance	Frequency	Focus
Design Coordination	Design	Lane, Dewberry, subconsultants	Weekly	Internal design coordination / progress/ issue identification & resolution. Prep for task force.
Task Forces (all disciplines; MOT; permitting; ROW, schedule, utility, etc.)	Design & Construction	Lane, Dewberry, subconsultants, SCDOT	Weekly / as needed	Advance design / progress / OTS, issue identification & resolution, resolution of submission comments
Owner Coordination / Progress	Design & Construction	Lane, Dewberry, SCDOT	Weekly / as required	Design & construction progress, upcoming submissions / 5-week look-ahead
Quality Compliance	Design & Construction	Lane, Dewberry, SCDOT	Monthly	Review requirements and compliance results
Executive Partnering Meetings	Design & Construction	Lane, SCDOT	Monthly	Progress / issue resolution

In addition to the above meetings, additional integration efforts include:

Construction Staff Role during Design: Lane’s construction staff will be involved in the design preparation, allowing them to develop construction methods and sequence, provide constructability comments, note availability of materials, and plan economics of installation and phasing as the project is being designed.

Design Staff Role during Construction: Once design is complete and construction is fully underway, the design team will remain intact to serve an integral role in addressing issues in a timely fashion to maintain the project schedule, quality, safety, and budget. Other ongoing design responsibilities will include responding to RFIs, reviewing shop drawings, preparing working drawings, evaluating and adjusting MOT plans and set ups (to meet actual field and traffic conditions), revising designs to meet actual field conditions, and preparing complete and accurate as-builts. Additionally, during construction, Dewberry will make regular site visits to consider revised designs to continually provide the best project solutions.

Document Management: To improve communication and quality among the team, we will utilize several collaborative file-sharing software systems. Dewberry will use Bentley’s ProjectWise for all design file management and team access. Lane’s established Microsoft SharePoint site will be used to receive all design submissions for review and submission to SCDOT through ProjectWise. Lane will use Procore to manage submittals and correspondence during construction (RFIs, shop drawings, etc.).

Risk & Mitigation

Lane began a formalized risk management process to identify and quantify risk during the qualification phase and will continue throughout the RFP phase. This protocol includes several steps, including scheduled risk management workshops with stakeholders and internal risk reviews by Lane’s legal, environmental, technical, and operations departments. Once risks have been identified and listed in the risk register, we will partner with SCDOT to incorporate mitigation through design, negotiation of agreements with third-party stakeholders, and advanced investigations and explorations. Our standard approach to risk management and mitigation is to reduce project unknowns; however, the D-B process offers a much improved tool to manage risk alongside the Department. With our established process of collaborating with individual stakeholders, identifying and assessing risk based on probability of occurrence and severity, and logging all information in an ongoing project risk matrix, this process incorporates input from the contractor, designer, and owner, allowing each team member to understand the others’ approaches to risk, discuss potential concerns, and ultimately determine its best allocation. This active risk management further enhances the team’s ability to establish proactive early planning, develop credible project plans and estimates, devise targeted mitigation strategies for anticipated threats, and provide transparency, integrity, and accountability throughout the project life cycle. This opportunity offers benefits for the team members to further streamline the execution of design and construction, incorporating SCDOT’s input, to determine the best solution to deliver the project while meeting team needs.

CASE STUDY | Mitigation of Potential Utility Delays

Lane mitigated potentially significant delays to the SCDOT I-85 Widening Phase III project related to utility challenges. Some of the utility owners were unable to relocate their facilities in a timely manner. Instead of requesting a time extension, the construction management team kept the project on schedule by resequencing planned activities and working around the utilities. Another considerable utility delay was prevented by Lane’s roadway construction and utility coordination teams. It was determined that the Town of Blacksburg 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 D-B contract in a way that did not negatively impact the overall schedule. Significant coordination and field adjustments were required to make the new system work as the Town had inadequate knowledge of their utility system.

The key to effective management and minimization of risk is early identification and action in the preconstruction phase through collaborative efforts, which allow sufficient time any necessary corrective actions to minimize risk. As a leader in SC's D-B market, Lane is accustomed to this proactive approach with regard to possible project risks.

CASE STUDY | Successful Partnership Between SCDOT and Lane

Throughout the I-85 Widening Phase III project, Lane has productively collaborated with SCDOT to settle issues at the lowest possible levels, avoiding escalation and allowing for quick resolution of disputes and claims. Open and honest conversations were conducted when making changes to the contract. The deletion of an open grade friction course was negotiated in a positive manner for the betterment of the project.

Scheduling

Lane's Charlotte-based scheduling team will use Primavera software to develop the critical path method (CPM) schedule to show a time-scaled representation of our integrated design and construction plan. By applying this consistently, our schedules provide increased effectiveness of our safety department through accurate and early identification of risks and work plans, support on-time availability of material and subcontractors, decrease rework, and increase owner confidence. Our process of delivering project success is in part achieved through the steps below:

Development of Estimate Schedule: These fully detailed, resource-loaded schedules are compiled among estimators and operations personnel to accurately depict project resources and estimated timeframes.

Development of an Accurate Baseline (Production) Schedule: Upon start-up, an approved, realistic, project-compliant schedule is devised to certify that the construction plan and resources meet project goals.

Updating & Maintaining Schedule: Weekly schedule maintenance is performed to increase accuracy and compensate for issues encountered, consistently maintaining an accurate depiction of project progress.

5-Week Look-Ahead Process: A weekly 5-week look-ahead schedule is distributed to maintain focus on upcoming activities and resolve any misalignment.

Monthly Reviews of Project Schedules: A monthly update accurately verifies the current construction plan by analyzing changes or errors in logic, durations, calendars, and activities.

Conclusion

The Lane Team is prepared to provide the best talent and cost-effective approach to the I-26 at I-95 Interchange Improvements project. Our local vested interest and commitment to the region's success will provide the Department with a prompt, coordinated, and efficient project delivery. With our unique combination of national design-build experience, established regional presence, and unparalleled technical team, SCDOT will receive the most innovative and resourceful plan for safe, successful improvements to the busy system interchange.

APPENDIX A

Key Individual Resumes



NCDOT I-77/I-40 Interchange Improvements & Reconstruction



Dewberry

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Casey Hurley, PE, PLS Project Manager
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>18</u> Years; With Other Firms <u>0</u> Years
The Lane Construction Corporation: <ul style="list-style-type: none"> Project Manager – Oversees and manages all project construction operations. Holds responsibility for operational performance, scheduling, budget, safety, quality, and owner and subcontractor coordination and communication. Leads design staff, construction engineers, and field crews. Verifies that all work meets approved construction plans and specifications. 2016 – Present Assistant Project Manager – Managed critical project operations in concert with the Project Manager, including scheduling, budget, safety, quality, and issue resolution. 2015 – 2021 Senior Project Engineer – Managed constructability and operations for project activities, including input on preconstruction and procurement phase activities. Oversaw daily project operations. Served as expert in issue resolution and operational troubleshooting. 2010 – 2014 Project Engineer – Performed site investigations, quantity take-offs, material and subcontractor quote solicitations, and CPM scheduling. Prepared technical documents. Conducted training. 2007 – 2009 Assistant Project Engineer – Assisted project engineering staff and supported project superintendents in overseeing daily field operations. 2006 Field Engineer – Supervised subcontractors, verified quantities, coordinated with project inspectors, updated schedules, and provided cost analyses. 2004 – 2006 	
e.	Education: Clarkson University / Potsdam, NY / Bachelor of Science / 2004 / Civil Engineering St. Lawrence University / Canton, NY / Bachelor of Science / 2003 / Mathematics (Pre-Engineering)
f.	Active Registrations: N/A
g.	<p>Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>I-40/I-77 Interchange D-B, Iredell County, NC</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2021 – Present, Assigned 2021 – Present</p> <p>Owner Contact Information: Justin Johnson, Resident Engineer, NCDOT, 704-380-6050, jtjohnson4@ncdot.gov</p> <p>Design/Construction Value: \$260M</p> <p>Project Description: Project Manager for this \$260M design-build contract for system-to-system interchange and highway improvements, including flyover bridge construction, interchange work at multiple locations, new collector-distributor lanes, interstate widening, and several bridge replacements and widenings. Casey oversaw all construction operations, including scheduling, budget, quality, and safety. The project features an innovative turbine interchange design providing numerous benefits: reduction of wetland impacts, elimination of third-level structures, use of concrete girder bridges, schedule acceleration, decreased short-term construction and long-term maintenance costs, and minimization of impacts to traffic during construction. An on-site concrete batch plant will mitigate any third-party delays associated with material supply and delivery.</p> <p><u>I-85 Widening D-B, Rowan County, NC</u></p> <p>Key Personnel Role: Project Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2016 – 2020, Assigned 2016 – 2020</p> <p>Owner Contact Information: Kelly Seitz, Resident Engineer, NCDOT, 704-6930-3220, kseitz@ncdot.gov</p> <p>Design/Construction Value: \$160M</p> <p>Project Description: Project Manager for this \$160M design-build contract to reconstruct 5 miles of I-85 through Rowan County, NC. Associated with the interstate work is the reconfiguring the NC 152 interchange, realignment of US 29, and 6 Bridges. Casey oversaw all construction operations for this fast-track project's multiple scopes of work, which included grading, drainage, asphalt & concrete paving, structures, and railroad coordination.</p>

LYNX Blue Line Extension Civil Contract B/C, Charlotte, NC

Key Personnel Role: Assistant Project Manager
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2014 – 2016, Assigned 2014 – 2016
Owner Contact Information: Jim Cravens, Resident Engineer, HNTB, 704-879-5555, jcravens@hntb.com
Design/Construction Value: \$130M

Project Description:

Lane provided the necessary infrastructure for this \$130 million project for a 9.3-mile extension of the LYNX Blue Line, 11 new light rail stations, 3,100 parking spaces, and four stations with parking facilities. The project also included 20 at-grade street crossings and 11 grade separation structures over or under roads, railroads, and environmental features. The scope of work included earthwork, grading, drainage, erosion control, bridges, arterial roadways, retaining walls, traffic control, water main and sanitary sewer installation signals, subballast, conduits, asphalt, and station foundations. Casey planned and supported daily construction operations and coordination with the City of Charlotte. As this project was aggressively accelerated by the City, Casey managed the project schedule and financials. He facilitated daily meetings with field and engineering staff and coordinated the execution of work. He performed constructability reviews and ensured safety and quality were maintained.

I-85 over the Yadkin River D-B, Rowan & Davidson Counties, NC

Key Personnel Role: Senior Project Engineer
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2010 – 2013, Assigned 2010 – 2013
Owner Contact Information: Darin Waller, PE, Resident Engineer, NCDOT, 704-639-7567, dwaller@ncdot.gov
Design/Construction Value: \$136M

Project Description:

This \$136 million D-B project upgraded seven miles of I-85. Work included the widening the road from four to eight lanes, realigning the roadway to eliminate sharp curves, and interchange improvements. The project also featured replacement of the structurally deficient Yadkin River Bridge and associated rail improvements. Casey managed roadway engineering and concrete paving operations. As Lane's senior representative on the project, Casey oversaw daily grading, drainage, erosion control, and concrete paving operations. He assisted the Project Manager to troubleshoot and resolve issues. In addition, due to lack of specialized experience among the joint venture personnel, Casey was appointed to manage all concrete paving operations due to his career expertise.

I-40 Reconstruction D-B, Durham & Orange Counties, NC

Key Personnel Role: Project Engineer
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2007, Assigned 2007
Owner Contact Information: Phillip Johnson, PE, Resident Engineer, NCDOT, 919-707-2413, pjohnson@ncdot.gov
Design/Construction Value: \$25M

Project Description:

This \$25 million project consisted of removing the existing 3.5-inch bonded concrete overlay for 10.3 miles along the outside two lanes of both directions of I-40. The lanes were then repaved with 3.5 inches of surface asphalt and with a 5/8-inch-thick, ultra-thin bonded wearing course. Casey scheduled daily field operations and project engineering for the emergency reconstruction. He performed cost analysis, CPM scheduling, owner submittals, monthly pay applications, subcontractor coordination, project quality control, safety supervision, and contract closeout.

- 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. Casey is currently serving as the Project Manager for a system-to-system interchange project in North Carolina that is nearing completion, allowing him to easily transition to this project.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.		
a.	Name & Title: Kenneth R. Davis, PE Vice President/ Director of Alternative Delivery, Southeast Region	
b.	Role of Key Individual for this Project: Lead Design Engineer	
c.	Name of Firm with which you are now associated: Dewberry Engineers Inc.	
d.	Years of Experience: With this Firm <u>15</u> Years; With Other Firms <u>10</u> Years	
	<p>Dewberry Engineers Inc.:</p> <ul style="list-style-type: none"> Vice President, Director of Alternative Delivery, Southeast Region – Responsible for all Alternative Delivery projects within MD, NC, SC, GA, and FL, 2022 – Present Associate Vice President, Business Unit Manager – Director of Alternative Delivery, Maryland and North Carolina, Responsible for all Alternative Delivery projects in MD and NC, 2015 – 2021 Senior Associate, Maryland Transportation Manager – Responsible for all transportation projects in Maryland (four offices), 2010 – 2014 Associate, Baltimore Transportation Manager – Responsible for all transportation projects in the Baltimore office, 2007 – 2009 <p>A.D. Marble & Company: Engineering Group Manager – Responsible for establishing an Engineering Service line and managing all transportation and site/civil engineering projects, 2005 – 2007</p> <p>Jacobs Engineering Inc.: Project Manager I and II – Responsible for managing transportation design projects, multiple locations as assigned, 1998 – 2005</p>	
e.	Education: Clemson University / Clemson, SC / Master of Science / 1998 / Civil Engineering Clemson University / Clemson, SC / Bachelor of Science / 1996 / Civil Engineering	
f.	Active Registrations:	
	2023 / SC / Civil / (in Process)	2019 / VA / Civil / 0402061362
	2022 / WA / Civil / 22034306	2011 / NC / Civil / 037789
		2012 / GA / Civil / PE037229
		2003 / MD / Civil / 28350
g.	Document the extent and depth of your experience and qualifications relevant to the Project.	
	<p><u>OPOLANES Maryland – Phase 1 South (American Legion Bridge I-270 to I-70 Traffic Relief) P3 Predevelopment Phase, Fairfax, VA and Montgomery County, MD</u></p> <p>Key Personnel Role: Design Team Project Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2021-Present, Assigned 2021-2023</p> <p>Owner Contact Information: Walt Miller, PE, Whitman Requardt & Associates (MDOT SHA GEC), 410-952-2626, wmiller@wrallp.com</p> <p>Design/Construction Value: \$26.6M (Pre-Development Design Services Only) / \$3B+ (Construction est.)</p> <p>Project Description: This project includes preliminary design of new Price Managed Lanes (PMLs) from the I-495/George Washington Memorial Parkway interchange in Virginia to the I-270/I-370 interchange in Maryland to relieve extensive congestion (I-495: 255,000 AADT) and (I-270: 267,000 AADT). The project included the addition of 42 new lane-miles of highway and reconstruction/conversion of 148 lane-miles of existing highway; full replacement of the American Legion Bridge over the Potomac River; 32+ water crossings, reconstruction of 14 interchanges (including four system to system interchanges); new or reconstruction of 33 bridges; 170+ retaining walls; 200+ acres of SWM treatment; 115+ utility conflicts/relocations; 600+ Right-of-Way impacts. The project also included extensive coordination and collaboration with two DOTs (MDOT and VDOT), U.S. agencies (FHWA, USACE, USFWS, NPS, FEMA), state permitting agencies, and numerous county and local agencies and jurisdictions. Ken's specific responsibilities included leading a team of over 110 engineers and support staff through a completely virtual environment who developed and submitted over 175 submissions including roadway, pedestrian and bicycle, SWM, bridge and retaining walls, traffic analyses, MOT, signing, marking, ITS, all electronic tolling (AET), utilities, geotechnical, environmental, survey, and right-of-way. He also provided oversight of the preliminary geotechnical and pavement exploration program, the extensive utility coordination, designation, and subsurface utility exploration and relocation efforts and the development of the Quality Management System, Environmental Compliance and Permitting program. The project required extensive coordination with both the Phase Developer, MDOT State Highway Administration and their GEC. He attended 30+ weekly design coordination and technical working group meetings. During the pursuit phase, he coordinated with Lane Construction on constructability reviews, schedule development, and cost estimates. He led the development and presented and obtained approval for alternative concepts saving over \$500M in project costs.</p>	

InterCounty Connector (ICC) Contract C Design-Build, Montgomery and Prince George's Counties**Key Personnel Role:** Deputy Design Manager / Lead Roadway Engineer**Experience with Current Firm:** Yes**Project/Assignment Duration:** Project 2007-2017, Assigned 2007-2014 (full-time through design completion and part-time during construction phase services)**Owner Contact Information:** Mike Jaeger, PE, AECOM (MDOT SHA GEC), 443-797-7870,
Mike.Jaeger@aecom.com**Design/Construction Value:** \$40M / \$529M**Project Description:**

This project includes geometric design of 3.8 miles of a new 6-lane MD 200 roadway, 5.0 miles of collector-distributor (CD) roadway along I-95, 3 miles of four-lane divided highway widening/reconstruction, a new three level interchange with US 29, a new half diamond interchange with Briggs Chaney Road and a new **three-level system to system interchange with I-95**. Additional geometric improvements along Virginia Manor Road, US 29 and Briggs Chaney Road including resurfacing and reconstruction as part of the MD 200 project. The project also included: 0.75 miles of shared use bicycle facilities and 2.1 miles of new hiker-biker trails sidewalks and ADA ramp upgrades; reconstruction and resurfacing of existing roadways; structural design of 23 new bridges (470,000 SF of bridge deck), multiple retaining walls (cast-in-place and MSE), noise barrier walls, and 62 aesthetic/standard sign and DMS sign supports and foundations, toll gantries and minor and major drainage structures (multi-cell box and pipe culvert), and sign/ITS/gantry structures; TMP and MOT on two of the State's most heavily traveled roadways (I-95: 200,000 AADT and US 29: 60,000 AADT); environmental water resource and environmental designs; E&S control design; and 12 stormwater management (SWM) ponds. **Ken's specific responsibilities included** managing a team of 100+ professionals including MBE and non-MBE subconsultants. He provided management and coordination including heavy emphasis on structural elements (bridges, retaining walls, noise walls, culverts), roadway drainage, SWM, MDE coordination, floodplain studies, erosion and sediment control, signing and marking, MOT phasing, ITS including AET, VMS, DMS, toll gantries, signals, lighting, traffic analysis, environmental services, noise analysis, landscaping, and utility relocations. He participated in the weekly design coordination meetings with the contractor, participated in the weekly owner progress meetings; and presented at public involvement meetings. He was responsible for engineering services during construction including certain RFI's, shop drawings, as-builts.

InterCounty Connector (ICC) Contract D/E Design-Build, Prince George's County, MD**Key Personnel Role:** Design Manager**Experience with Current Firm:** Yes**Project/Assignment Duration:** Project 2012-2016, Assigned 2011-2015 (FT through design completion and PT during construction phase services)**Owner Contact Information:** Dale Topper, PE, The Wilson T Ballard Company (MDOT SHA GEC), 410-363-0150, dtopper@wtbco.com**Design/Construction Value:** \$10M / \$110M**Project Description:**

This project includes approximately 4 miles of new CD roads along I-95, 1 mile of a new 6-lane MD 200 roadway, 3,500' of roadway reconstruction and the widening of a new half diamond interchange with Virginia Manor Road, and 3,300' of roadway reconstruction and widening of a new Continuous Flow Intersection (CFI) with US 1. The contract included 1.8 miles of new bicycle facilities, 1 new bridge, 3 retaining walls, 3 structural stormwater management ponds and several different types of ESD/LID practices such as 13 bio-retention facilities, 1 submerged gravel wetland, approximately 5,000' of bio-swales, and 600' of grass swales. **Ken's specific responsibilities included** the Project's technical oversight for all design and permitting package reviews including managing and allocating design resources to ensure meeting schedule deadlines. He led a team of over 70 engineers and support staff who developed and submitted over 130 "Approved" IFC phased design packages including roadway and drainage, pedestrian and bicycle, SWM, ESC, bridge and retaining walls, major culvert extensions, MOT, signing, marking, signals and interconnect, landscaping, on-site reforestation, ITS, all electronic tolling, lighting, and pavement design and rehabilitation. He was responsible for the geotechnical exploration program, the extensive utility coordination and relocation efforts including access roads, and the environmental compliance and permitting program (final permits, Avoidance and Minimization Reports and Quarterly reports). He managed the design coordination between adjacent projects. He led the weekly design coordination meetings with the contractor, participated in the weekly owner progress meetings; attended monthly partnering meetings; and presented at public involvement meetings. He was responsible for engineering services during construction including oversight of RFI's, shop drawings, as-builts by the appropriate discipline lead.

- 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: Gerard (Jerry) Mrykalo, P.E., PTOE Associate Vice President / Department Manager
b.	Role of Key Individual for this Project: Traffic Engineer
c.	Name of Firm with which you are now associated: Dewberry Engineers Inc.
d.	Years of Experience: With this Firm <u>17</u> Years With Other Firms <u>0</u> Years Dewberry Engineers Inc. - Associate Vice President / Department Manager – Responsible for oversight of traffic engineering for design-build projects throughout the US, responsible for all traffic engineering activities in the Mid-Atlantic region, responsible for interstate and freight analysis studies throughout the US. Oversees a staff of 10 traffic engineers, 2021- Present Dewberry Engineers Inc. – Senior Associate / Department Manager – Responsible all traffic engineering activities in the Mid-Atlantic region. Performed traffic engineering and analysis on design-build projects throughout the US. Oversaw a staff of 8 traffic engineers, 2019-2021 Dewberry Engineers Inc. – Lead Traffic Engineer – Responsibilities included signing and sealing traffic engineering discipline plans as the engineer of record, overseeing traffic engineering design and studies (including ITS, MOT plans, signals, lighting, signing-marking, traffic analyses), 2012-2019 Dewberry Engineers Inc. – Traffic Engineer – Performed traffic analysis using HCM methodologies, developed signing and pavement marking plans, developed MOT plans, developed traffic signals plans, 2006-2012
e.	Education: Pennsylvania State University / University Park, PA / Bachelor of Science / 2005 / Civil Engineering
f.	Active Registrations: 2012 / GA / Civil / PE037238 2010 / VA / Civil / 0402047293 2011 / NC / Civil / 037670 2013 / US / Professional Traffic Operations Engineer / 3459 2011 / MD / Civil / 39670
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <u>OP LANES Maryland - Phase 1 South (American Legion Bridge I-270 to I-70 Traffic Relief) P3 Predevelopment Phase, Fairfax County, VA and Montgomery County, MD</u> Key Personnel Role: Traffic Engineer Experience with Current Firm: Yes Project/Assignment Duration: Project 2021-Present, Assigned 2021-2022 Owner Contact Information: Walt Miller, PE, Whitman Requardt & Associates (MDOT SHA GEC), 410-952-2626, wmiller@wrallp.com Design/Construction Value: \$26.6M (Pre-Development Only) / \$3B+ (Construction est.) Project Description: This project includes preliminary design of new Price Managed Lanes (PMLs) along I-495 and I-270 from the I-495/George Washington Memorial Parkway interchange in Virginia to the I-270/I-370 interchange in Maryland to relieve extensive congestion (I-495: 255,000 AADT) and (I-270: 267,000 AADT). The project included the addition of 42 new lane-miles of highway and reconstruction/conversion of 148 lane-miles of existing highway; full replacement of the American Legion Bridge over the Potomac River; 32+ water crossings, reconstruction of 14 interchanges (including four system-to-system interchanges and one interstate-interstate interchange); new or reconstruction of 33 bridges; 170+ retaining walls; The project also included extensive coordination and collaboration with two DOTs (MDOT and VDOT) and numerous county and local agencies and jurisdictions. Jerry's specific responsibilities included leading a team of over 15 traffic engineers to complete operational and capacity analysis, preliminary traffic signal design, preliminary signing and pavement marking design, conceptual maintenance of traffic design, preliminary lighting design, and preliminary Intelligent Transportation Systems (ITS) and tolling design. Traffic analysis work followed Highway Capacity Manual (HCM) methodologies and utilized VISSIM microsimulation, and included development, coordinating, and assisting in obtaining approvals for the project's Interchange Modification Report-type traffic analysis document (approvals by state and federal agencies). Traffic control device design included 125+ overhead sign structures, 15+ signalized intersections, 40+ DMS signs, and 50+ CCTV cameras. <u>InterCounty Connector (ICC) Contract C Design-Build, Montgomery and Prince George's Counties, MD</u> Key Personnel Role: Traffic Engineer Experience with Current Firm: Yes Project/Assignment Duration: Project 2007-2017, Assigned 2007-2014 (full design phase; part-time

construction phase)
Owner Contact Information: Mike Jaeger, PE, AECOM (MDOT SHA GEC), 443-797-7870,
Mike.Jaeger@aecom.com

Design/Construction Value: \$40M / \$529M

Project Description:

This design-build project included 3.8 miles of a new 6-lane MD 200 roadway, 5.0 miles of collector-distributor (CD) roadway along I-95, 3 miles of four-lane divided highway widening/reconstruction, a new three level interchange with US 29, a new half-diamond interchange with Briggs Chaney Road and a new **three-level system-to-system interchange with I-95**, 23 new bridges, 62 aesthetic/standard sign and DMS sign supports and foundations, toll gantries, sign/ITS/gantry structures, and TMP and MOT on two of the state's most heavily traveled roadways (I-95: 200,000 AADT and US 29: 60,000 AADT). **Jerry's specific responsibilities included** participation in preparation of the IAPA-modification (IMR-type traffic analysis report) which was approved by state and federal agencies, performing traffic operational analysis, performing safety and speed studies, leading signing and pavement marking plan development (overhead signs, cantilever signs, ground mount signs, markings, markers), leading maintenance of traffic (MOT) design and Transportation Management Plan (TMP) development along I-95, design related to the implementation of the state's pilot program for automated work zone speed enforcement. Coordinated extensively with contractor, owner, and subconsultants.

I-495 Express Lanes Northern Extension (495 NEXT) Design-Build, Fairfax County, VA

Key Personnel Role: Traffic Engineer

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2021-2025, Assigned 2021-2023 (full design phase)

Owner Contact Information: Susan Shaw, PE, VDOT, 703-259-1995, Susan.Shaw@VDOT.Virginia.gov

Design/Construction Value: \$10M / \$500M

Project Description:

This design-build project includes construction of a 2.5 miles of express lanes and widening of I-495 from the Dulles Toll Road to the George Washington Memorial Parkway. The project also includes **major modifications to the system-to-system interchange** at the Dulles Toll Road (VA Route 267) while adhering to significant environmental constraints, replacement or rehabilitation of 7 bridges, noise barriers, tolling and ITS, traffic signals, signing and pavement markings, and lighting. **Jerry's specific responsibilities included** leading a team of traffic engineers for design of the project's southern segment, including the system-to-system interchange at the Dulles Toll Road. This included developing, coordinating, and assisting in attaining approvals for traffic analysis to modify conditions of the IJR (IMR-type traffic analysis document). This work included overseeing traffic analysis with Synchro software, HCM (HCS) traffic analysis, and VISSIM microsimulation analysis. Also oversaw safety analysis using ISATe, and development and analysis of detour plans. Design responsibilities also included managing the design of 3 permanent traffic signals, 20+ temporary traffic signals, and 5 stages of maintenance of traffic / temporary traffic control plans.

I-95/Route 630 Interchange Relocation and Route 630 Widening Design-Build, Stafford County, VA

Key Personnel Role: Traffic Engineer

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2016-2020, Assigned 2016-2019 (full design phase)

Owner Contact Information: Beau Hoyt, PE, VDOT, 540-372-3570, Beau.Hoyt@VDOT.Virginia.gov

Design/Construction Value: \$7M / \$109M

Project Description:

This design-build project replaced the existing underpassing I-95/Route 630 Interchange with new overpassing Diverging Diamond Interchange (DDI), realigned Route 630 with approximately 1 mile of new roadway, widened Route 630 for approximately 1.5 miles, and added new Park & Ride facilities (two separate lots) providing nearly 1,100 parking spaces adjacent to I-95. The project included three bridges, 8 new or modified traffic signals, overhead signs, ground mounted signing, markings, ITS elements, communications, lighting, and aesthetic features. This project was awarded ACEC Virginia's Pinnacle Award for engineering excellence in 2020. **Jerry's specific responsibilities included** leading a team of traffic engineers for all traffic analysis and design efforts. This included developing a multi-stage MOT/TTC plan and Transportation Management Plan (TMP) that maintained all ramp movements throughout construction to maximize mobility and access during construction. Responsibilities also included oversight of the development of all traffic control devices, communications design, and electrical design. Also responsible for traffic analysis using HCM methodologies and traffic simulations. Also participated in public meetings and coordinated extensively with contractor, owner, and subconsultants.

- 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: Alex Gorski Project Manager										
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.	Years of Experience: With this Firm <u>1</u> Years; With Other Firms <u>15</u> Years										
<p>The Lane Construction Corporation: Project Manager – Oversees and manages all project construction operations. Holds responsibility for operational performance, scheduling, budget, safety, quality, and owner and subcontractor coordination and communication. Leads design staff, construction engineers, and field crews. Verifies that all work meets approved construction plans and specifications. 2022 – Present</p> <p>Ferrovia-Allan Myers JV Senior Project Manager – Managed operations and oversight of a \$275M+ segment of the Transform 66 Outside the Beltway D-B/P3 Project valued at more than \$3.7B. Also, served as the Washington Metropolitan Area Transit Authority Project Liaison. 2019 – 2022</p> <p>Tutor Perini Corporation/Cherry Hill Construction: Project Manager – Held positions of increasing responsibility, including Engineer, Project Engineer, Construction Manager, and ultimately Project Manager. Led design staff, construction engineers, and field crews, delivering large, complex, fast-paced heavy civil construction projects in the Mid-Atlantic. 2010 – 2018</p> <p>Parsons Corporation: Project Engineer – Managed the design for upgrades to standby generators at Noman Cole Pollution Control Plant for the Fairfax County Department of Public Works. Managed project engineers, discipline engineers, and subcontractors, resulting in excellent client relations. 2009</p> <p>The Lane Construction Corporation: Project Engineer – Executed a \$26M design-build contract on I-495 at Arena Drive in Prince George’s County, MD for MSHA. Served on the engineering team for a \$140M MWAA contract at Dulles International Airport.</p>											
e.	Education: Virginia Tech / Blacksburg, VA / Bachelor of Science / 2007 / Civil Engineering										
f.	Active Registrations: N/A										
g.	Document the extent and depth of your experience and qualifications relevant to the Project.										
<p><u>Route 234/Balls Ford Road Interchange, Prince William County, VA</u></p> <table style="width: 100%;"> <tr> <td style="width: 35%;">Key Personnel Role:</td> <td>Project Manager</td> </tr> <tr> <td>Experience with Current Firm:</td> <td>Yes</td> </tr> <tr> <td>Project/Assignment Duration:</td> <td>Project 2022 – Present, Assigned 2022 – Present</td> </tr> <tr> <td>Owner Contact Information:</td> <td>Elnour Adam, DBIA, CCM, PMP, Alternative Delivery Projects Engineering Manager, Prince William County DOT, 703-792-8469, emadam@pwccgov.org</td> </tr> <tr> <td>Design/Construction Value:</td> <td>\$69M</td> </tr> </table> <p>Project Description: This project includes the design and construction of a four-lane divided roadway and bridge crossings: one over the Norfolk Southern Railroad and a Diverging Diamond Interchange over the Prince William Parkway. The project begins approximately 2,900 feet west of the existing Devlin Road/Wellington Road intersection and extends eastward approximately 6,800 feet, on a new alignment, to the existing Balls Ford Road/Doane Drive intersection. This project will also include a 10-foot shared use path on one side and a five-foot sidewalk on the other side of the facility and will provide access to and from I-66 for the nearby existing and planned developments. The roadway corresponds with Virginia Department of Transportation (VDOT) GS-6 Standards (Urban Minor Arterial). Serves as the project’s central point of contact. Facilitates communication with PWC, partners and adjacent projects. His responsibilities include to monitor design efforts and proactively eliminate potential constructability issues, delegates resources to ensure a successful completion and delivery of the project. He ensures the design complies with the owner’s specifications and RFP requirements. Alex’s management from design through construction includes weekly design and construction meetings, coordination with PWC and other stakeholders, supervision of subcontractor work, verification of the safety program and milestones achievement. He is also responsible for the construction quality management, contract administration, and coordination of public outreach and public meetings, among his primary duties.</p>		Key Personnel Role:	Project Manager	Experience with Current Firm:	Yes	Project/Assignment Duration:	Project 2022 – Present, Assigned 2022 – Present	Owner Contact Information:	Elnour Adam, DBIA, CCM, PMP, Alternative Delivery Projects Engineering Manager, Prince William County DOT, 703-792-8469, emadam@pwccgov.org	Design/Construction Value:	\$69M
Key Personnel Role:	Project Manager										
Experience with Current Firm:	Yes										
Project/Assignment Duration:	Project 2022 – Present, Assigned 2022 – Present										
Owner Contact Information:	Elnour Adam, DBIA, CCM, PMP, Alternative Delivery Projects Engineering Manager, Prince William County DOT, 703-792-8469, emadam@pwccgov.org										
Design/Construction Value:	\$69M										

Transform 66 Outside the Beltway D-B/P3, Gainesville, VA

Key Personnel Role: Senior Project Manager
Experience with Current Firm: No
Project/Assignment Duration: Project 2019 – 2022, Assigned 2019 – 2022
Owner Contact Information: H.S. (Charlie) Warraich, VDOT Mega Projects Project Manager, VDOT, 571-273-8229, h.s.warraich@vdot.virginia.gov
Design/Construction Value: \$2.6B

Project Description: As the Senior Project Manager on Segment 3 of the \$2.3B Transform 66 Outside the Beltway D-B project, Alex was responsible for executing the project plan for Nutley Interchange, six phased interchanges, two bridges and approximately 2.5 miles of five lane highway construction, building relocation, bridge rehabilitation, and 40,000LF of 14-way ITS duct bank relocation. Alex managed the subcontractors for earthworks, drainage, ductbank, piling, drilled shaft foundation, retaining wall construction and asphalt paving. He provided constructability reviews during design phases, takeoff and estimates, and led a team of engineers, superintendents, subcontractors, and construction support personnel. Alex provided input as a part of a large, diverse, project team through coordination with quality control, project controls, design, construction technical office, environmental and executive management. He coordinated and collaborated with the developer, VDOT, Fairfax County, Fairfax County Public Schools, Town of Vienna, Washington Metropolitan Area Transit Authority, adjacent project contractors and numerous public and private utility agencies. Alex was responsible for redesigning MOT plans and negotiating a one-phase bridge construction plan from a three-phase plan saving one year on the bridge schedule; navigating COVID-19 challenges and capitalizing on opportunities for project acceleration, savings, and changes.

895 Canton Viaduct, Baltimore, MD

Key Personnel Role: Project Manager
Experience with Current Firm: No
Project/Assignment Duration: Project 2018 – 2019, Assigned 2018 – 2019
Owner Contact Information: Joseph Jachelski, Director of Construction, MDTA, 410-931-0808, jjachelski@mdta.state.md.us
Design/Construction Value: \$189M

Project Description: Alex managed the construction team, including project engineers, superintendents, safety manager, railroad liaison, procurement, contracts and office management. The scope included elevated bridge construction over 23 railroad tracks; 3,300 LF of bridge deck construction; 1,400 CY of latex tunnel deck overlay and associated hydro-demolition; 75,000 LF of micropile installation; and 40,000 LF of H-pile installation. He managed a self-perform team of over 100 craft personnel and 15 professionals. Under Alex's leadership, the team successfully redesigned bridge pier foundation systems, resulting in a \$1.5M value engineering proposal and significant risk mitigation to the schedule.

I-564 Intermodal Connector D-B, Norfolk, VA

Key Personnel Role: Construction Manager/Project Manager
Experience with Current Firm: No
Project/Assignment Duration: Project 2014 – 2018, Assigned 2014 – 2018
Owner Contact Information: Timothy Brown, Construction Operations Engineer, EFLHD, 865-286-6115, timothy.brown@dot.gov
Design/Construction Value: \$116M

Project Description:

Alex was responsible for the successful execution of the \$116M D-B contract for the I-564 Intermodal Connector in Norfolk, VA for Eastern Federal Lands Highway Division (EFLHD). He managed a team including project engineer, procurement/change manager, general superintendent, safety manager, quality control manager, quality assurance manager and office manager. Construction scope under Alex's management included 400,000 CY of embankment; 50,000 SF of MSE wall construction; 1.5M LF of wick drain installation; and four bridges. He managed a self-perform team of over 100 craft personnel and 15 professionals. Alex provided overall leadership of the project team executing the Project Management Plan. He directed and supervised work of project administration, project superintendents and engineers to establish operation priorities and maintain satisfactory relationships. He promoted client, vendor and subcontractor relationships while resolving complex contract issues from the Federal Acquisition Regulations, VDOT Specifications and Unified Facilities Guide Specifications.

- 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.
Alex is currently serving as the Project Manager for an interchange project in Virginia that will be completed in 2023, allowing him to easily transition to this project.

APPENDIX B

Work History & Quality Forms



FL Turnpike Widening from Osceola Parkway to Beachline Expressway

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

a. Project Name, Delivery Method (DBB, DB, etc.), & 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 Lane’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 Lane (in thousands)
Name: I-85 Widening Phase III Design-Build Location: Blacksburg, SC	Contractor: The Lane Construction Corporation Lead Designer: Michael Baker International, Inc.	Name of Client: SCDOT Project Manager: Shane Parris, PE Phone: 864-490-0466 Email: parrissl@scdot.gov	Construction: 03/2023 (estimated)	\$195,515	\$195,515
g. Narrative describing the work performed by Lane.					
<div>This 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. This project is part of an \$800 million program for the I-85 corridor, and the purpose of this phase is to upgrade interchanges and overpass bridges to meet state and federal design requirements, resurface or reconstruct pavement, and increase capacity. The Lane team proposed innovative solutions to limit environmental impacts, protect existing utility operations, and providing significant cost and schedule savings for SCDOT.</div> <div>Key Project Relevancies:<ul style="list-style-type: none">• Design-build delivery• Interstate MOT• Bridge/structure Construction• Environmental Support & Compliance• Coordination with Area Stakeholders</div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lane’s performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lane’s record of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
The Lane team functions on a premise of early recognition to identify issues and potential delays before they can affect construction progression. Following initial relocation 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. Lane actively seeks 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 D-B contract in a way that did not negatively impact the overall schedule. Additionally, ROW acquisition was strategically organized during pursuit, along with construction staging, to allow for maximum construction availability in the initial phases of work.					
i. Quality Initiatives. Discuss Lane’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.					
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, minimizing impacts to the traveling public. Our management team devised a solution to move construction on Exit 106 750 feet to the south to bypass the need for utility relocation and ROW 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 identified by SCDOT and the CEI team.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lane shall provide a detailed explanation below.					
See Appendix C - Quality of Past Performance for detailed explanation.					

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

a. Project Name, Delivery Method (DBB, DB, etc.), & 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 Lane’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 Lane (in thousands)
Name: I-40/I-77 Interchange Design-Build Location: Statesville, NC	Contractor: The Lane Construction Corporation Lead Designer: WSP	Name of Client: NCDOT D12 Resident Engineer: Matthew Evans, PE Phone: 704-380-6050 Email: mevans8@ncdot.gov	11/2023 (estimated)	\$288,555	\$288,555
g. Narrative describing the work performed by Lane.					
<div><p>The system-to-system interchange at I-40 and I-77 is a critical junction in North Carolina’s highway network. Phase 1 efforts to improve traffic operations and enhance regional connectivity began in 2012 but were hindered by numerous delays. To successfully expedite completion of Phase 2, NCDOT selected the Lane/WSP design-build team to deliver interchange and highway improvements, including flyover bridge construction, interchange work at multiple locations, new collector-distributor lanes, interstate widening, and several bridge replacements and widenings. Led by Project Manager Casey Hurley, the project features an innovative turbine interchange design providing numerous benefits, including reduction of wetland impacts, elimination of third-level structures, use of concrete girder bridges, schedule acceleration, decreased short-term construction and long-term maintenance costs, and minimization of impacts to traffic during construction. The construction work strategy and maintenance of traffic plans minimize the number of phased bridges and incorporates Smart Work Zone technology to enhance safety. An on-site concrete batch plant will mitigate any third-party delays associated with material supply and delivery.</p></div> <div><p>Key Project Relevancies:</p><ul style="list-style-type: none">• Design-build delivery• Interstate system-to-system interchange reconstruction and reconfiguration• Environmental permitting and strict compliance monitoring• MOT operations to minimize congestion• Coordination with adjacent projects• Extensive community outreach<p>Key Personnel Involved:</p><ul style="list-style-type: none">• Casey Hurley, PE, PLS – Project Manager</div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lane’s performance on the project to identify Lane with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lane’s record of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>An innovative ATC to convert the conventional cloverleaf interchange into a turbine interchange provided many benefits to NCDOT. The ATC removed steep, long, third-level curved bridge structures shown in the owner’s preliminary concept and reduced them to all two-level bridges around a circular turbine interchange concept. The ATC included MOT concepts to safely maintain existing traffic and expedite the schedule during construction. The ATC also reduced impacts to environmentally sensitive areas adjacent to the existing interchange which helped to overcome major hurdles to obtain the 401/404 permits for construction. Under Project Manager Casey Hurley’s leadership, the creative construction work strategy and maintenance of traffic plans minimize the number of phased bridges, incorporate Smart Work Zone technology to enhance safety, and utilize an on-site concrete batch plant to mitigate third-party delays.</p>					
i. Quality Initiatives. Discuss Lane’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 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 work schedule around Duke’s seasonal availability to perform relocations (spring and fall only) and developing a special access plan, by building a temporary road within the already-permitted work zone, at no cost to NCDOT or Duke Energy. This example of proactive utility coordination avoided wetland disturbances, eliminated additional permitting, provided safe ingress/egress, and accommodated seasonal relocation restrictions.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lane shall provide a detailed explanation below.					
N/A					

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

a. Project Name, Delivery Method (DBB, DB, etc.), & 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 Lane’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 Lane (in thousands)
Name: I-85 Widening Design-Build Location: Cabarrus & Rowan Counties, NC	Contractor: The Lane Construction Corporation Lead Designer: HDR Engineering, Inc.	Name of Client: NCDOT Project Manager: Kelly Seitz, PE Phone: 704-630-3220 Email: kseitz@ncdot.gov	11/2020	\$160,325	\$160,325
g. Narrative describing the work performed by Lane.					
<div><p>This project reconstructed and widened approximately 5.9 miles of I-85 from north of Lane St. (Exit 63) to north of the US 29/US 601 Connector, to an eight-lane divided facility. Four travel lanes (two in each direction) were added to improve traffic flow in Cabarrus and Rowan counties.</p><p>With traffic volumes in Cabarrus and Rowan counties predicted to increase each year and already exceeding capacity, this construction project was a necessity. To complete this project, eight bridges (11 including change orders) required replacement, rehabilitation, or removal. Construction of the US 29 bridge spanning railroad tracks mandated close coordination with Norfolk Southern Railway and the North Carolina Railroad. Creative overpass phasing solutions were implemented to protect existing rail operations and right-of-way. Led by Project Manager Casey Hurley and his expertise in complex interchange construction, the Lane team also implemented improvements at the NC 152 and US 29/US 601/NC 152 interchanges. These two interchanges together replace the existing non-standard interchange, improving both traffic safety and efficiency. Safe and efficient travel through the work zone was facilitated by a comprehensive Traffic Management Plan and use of a temporary median access ramp.</p></div> <div><p>Key Project Relevancies:</p><ul style="list-style-type: none">• Design-build delivery• Interstate reconstruction and interchange improvement• Environmental support and compliance• MOT operations to minimize congestion• Coordination with area stakeholders<p>Key Personnel Involved:</p><ul style="list-style-type: none">• Casey Hurley, PE, PLS – Project Manager</div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lane’s performance on the project to identify Lane with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lane’s record of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
This project experienced delays related to additional scope of work from the owner, NCRR, and Norfolk Southern Railroad, as well as coordination with a contractor on a simultaneous regional project. Lane successfully reached substantial completion by the negotiated date of November 2020. No LDs were assessed, nor were any other issues encountered.					
i. Quality Initiatives. Discuss Lane’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.					
The team implemented and administered a customized Design Quality Management Plan and a Construction Quality Management Plan.The plans ensured compliance with design QC requirements and identified the process for independent checking and auditing of the designcalculations, plans, and studies/reports. The construction team collaborated with the designer to perform peer and constructability reviews to obtain input and feedback on material and methods of construction that influenced preparation of the construction documents. The full-time QC Manager, Lane’s Fred White, managed all quality coordination with the owner and was well received for his extensive efforts. Success on this project was the direct result of this type of partnering (including among project management staff) with the owner, leading to a high-quality project that was delivered safety on time and on budget. Additionally, this partnering effort led to the resolution of all issues encountered over the course of the project.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lane shall provide a detailed explanation below.					
N/A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Dewberry Engineers Inc.

a. Project Name, Delivery Method (DBB, DB, etc.), & 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 Dewberry’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 Dewberry (in thousands)
Name: 495 Express Lanes Northern Extension (NEXT) Design-Build Project Location: Fairfax County, VA	Contractor: The Lane Construction Corporation Major Design Subconsultant: Dewberry Engineers Inc.	Name of Client: Transurban Project Manager: Victoria “Torie” Jones Phone: 571-279-4431 Email: vjones@transurban.com	Construction Completion (est): 5/2026 Professional Services (est): 2/2023 and Professional Services During Construction (est): 5/2026	\$425,000	\$9,500
g. Narrative describing the work performed by Dewberry’s. Include the office location(s) where the design work was performed and whether Dewberry was the lead designer or a sub-consultant.					
Dewberry’s Fairfax, VA office serves as the major design subconsultant on the project to extend the existing 495 HOV/HOT Lanes (Express Lanes) in the median of Interstate 495 (I-495).) The project includes improvements to the Dulles Toll Road, Georgetown Pike and GW Parkway interchanges, existing bridges and the General Purpose lanes. I-495 currently operates with four General Purpose lanes in each direction. This project will extend the 495 Express Lanes further north to provide additional capacity in the corridor. This extension will be subject to the same operating rules and regulations as the existing 495 Express Lanes, and when complete, will operate as a single, fully integrated 495 Express Lanes facility between the Springfield Interchange and the GWMP. The project adds two miles of new two-lane HOT (Express) Lanes in each direction and includes eight new bridges, rehabilitation/modification of two existing bridges and widening of two bridges. The project includes extensive maintenance of traffic sequencing to accommodate shifting the general purpose lanes in order to construct the new Express Lanes in the median. Dewberry’s scope included the roadway design from the Dulles Toll Road up to and including Old Dominion Drive, the design of 4 new bridges, modifications to 1 existing bridge, 1 SWM pond, project wide lighting, signal plans and sequencing, traffic analysis, environmental permitting, landscaping and an independent review of the ITS and ETC designs.				<div>Key Project Relevancies:<ul style="list-style-type: none">Design-build deliveryBridge construction in a tight work spaceInterstate improvementsToll facilityEnvironmental permitting and compliance monitoringCoordination with adjacent projectsIn-depth community outreachTraffic engineering</div> <div>Key Personnel Involved:<ul style="list-style-type: none">Kenneth Davis, PE – Project ExecutiveJerry Mrykalo, PE, PTOE – Traffic Engineer</div>	
h. Self-Assessment. The information provided in this section should be a self-assessment of Dewberry’s performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Dewberry’s record of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Our team’s innovative designs avoided/minimized impacts to natural resources, minimized project costs, reduced the project schedule, reduced future maintenance costs, and avoided existing utilities. Our team redesigned the Stormwater Management approach to reduce the number of facilities from 19 small measures to 3 large measures. The redesign increased the on-site treatment from 20% up to 59% and reduced right-of-way, environmental and tree canopy impacts. Our engineers developed a maintenance of traffic scenario that utilizes the shoulder of the parallel NB Express Lanes to detour exiting traffic from the NB general purpose lanes prior to the northbound bridge over Ramp G3. This will reduce reconstruction of the bridge and traffic impacts by 6 months. The bridge can now be constructed in two phases and avoid the need to split traffic around a third phase, improving safety for both the public and construction crews.					
i. Quality Initiatives. Discuss Dewberry’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.					
Dewberry is following a comprehensive Quality Assurance and Quality Control (QA/QC) process, including independent and interdisciplinary reviews of all design submittals. The design is coordinated with our contracting partner with formal constructability reviews completed prior to any plan submission. Weekly discipline specific Technical Working Group (TWG) meetings are held with the contractor to discuss schedule, critical details, and upcoming milestones. Weekly progress meetings between the owner, design-build team, and stakeholders are held to discuss major project elements, key details, and upcoming schedules and key dates.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Dewberry shall provide a detailed explanation below.					
N/A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Davis & Floyd, Inc.

a. Project Name, Delivery Method (DBB, DB, etc.), & 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 David & Floyd’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 Davis & Floyd (in thousands)
Name: Port Access Road Design-Build Project Location: North Charleston, SC	Contractor: Fluor-Lane South Carolina Major Design Subconsultant: Davis & Floyd, Inc.	Name of Client: SCDOT Project Manager: Jae Mattox Phone: 803-737-1805 Email: mattoxjh@scdot.org	Professional Services: 7/2022 Construction: 6/2022 (substantial completion)	\$221,000	\$3,000
g. Narrative describing the work performed by Davis & Floyd. Include the office location(s) where the design work was performed and whether Davis & Floyd was the lead designer or a sub-consultant.					
The Port Access Road (PAR) project provides direct access from I-26 to the Naval Base Terminal. The project featured a fully directional interchange on I-26, a connector bridge from I-26 to the Naval Base Terminal, and an extension of Stromboli Avenue. Our team conducted field surveys to verify existing surveys provided in the RFP, including major drainage structures, bridge structures, key property corners, and additional geotechnical borings. Our team provided roadway design services for local roads and all hydrologic and hydraulic drainage designs for the project. We designed stormwater systems, conducted traffic control coordination and design, provided bridge and seismic design for three bridges, and coordinated utilities and railroads. D&F provided roadway design services for local roads, including Bainbridge Connector, Tidewater Avenue, Stromboli Avenue Extension, Spruill Avenue, Carner Avenue, Meeting Street, and Shipyard Creek Road (cul-de-sac). We also designed all hydrologic and hydraulic drainage designs for the project, including open channels, storm sewer systems, detention, underdrains, cross-line pipes, culverts, sediment/erosion control, stormwater design, and scour analysis. In addition, we provided traffic control coordination and design, as well as pavement markings and signage details. The bridge and seismic design for three bridges include a curved 746’ flat slab bridge on Tidewater Avenue, a 1,040’ flat slab bridge on Bainbridge Connector, and a curved 645’ bridge consisting of flat slab, Type IV AASHTO girders and 72” modified T beams superstructure types supported on both concrete piles and drilled shafts on Stromboli Avenue; two bridges are in tidal flow regions that require scour evaluations along with the seismically sensitive requirements. Lastly, we coordinated utility and railroad to verify change and potential conflicts to their location and infrastructure due to the new project.			<div>Key Project Relevancies:</div> <ul style="list-style-type: none">Design-build deliveryBridge constructionAggressive scheduleEnvironmental permitting and compliance monitoring <div>I-26/I-95 Personnel Involved:</div> <ul style="list-style-type: none">Rob Stevenson, PE – Bridge LeadTodd Warren, PE – Bridge EngineerCharlie Matthews, PE – Bridge QA/QCDavid Link (PAN) – ROW Acquisition		
h. Self-Assessment. The information provided in this section should be a self-assessment of Davis & Floyd’s performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Davis & Floyd’s record of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Under an aggressive design schedule, D&F met all of the schedule deadlines and provided responsive collaboration with other team members regarding the other team member bridge designs related to design scour, drainage, and roadway alignment. DF also provided key services related to complicated components of the project, including permitting, ROW services, and utility coordination. D&F concurrently design three bridges in addition to these services.					
i. Quality Initiatives. Discuss Davis & Floyd’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.					
D&F participated in biweekly conference calls with the design team and contractor to ensure our design portion of the project remained unscheduled and within the project construction budget. At the request of the contractor, the design of the Stromboli bridge was modified after significant design work was completed so that construction could be completed using newly available resources. This revised design was expedited so that the construction schedule was not impacted.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Davis & Floyd shall provide a detailed explanation below.					
N/A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Dewberry Engineers Inc.

a. Project Name, Delivery Method (DBB, DB, etc.), & 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 Dewberry’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 Dewberry (in thousands)
Name: Intercounty Connector (ICC) MD 200 Contract C Design-Build Location: Prince George’s and Montgomery Counties, MD	Contractor: ICC Constructors, a Joint Venture (IC3) Lead Designer: Dewberry Engineers Inc.	Name of Client: AECOM (MDOT SHA GEC) Project Manager: Mike Jaeger, PE Phone: (443) 797-7870 Email: Mike.Jaeger@aecom.com	Construction Completion w/Exceptions: 12/2012 Professional Services (Punch List Closeout): 2012 - 2017	\$529,000	\$40,000
g. Narrative describing the work performed by Dewberry.					
<div>The InterCounty Connector, Contract C was a design-build project for MDOT (MDTA) with Dewberry (Fairfax, VA office) as the Lead Designer. Dewberry was responsible for all design and environmental permitting of the 3.8 mile new 6-lane roadway with a three-level interchange at Route 29, a new interchange with Briggs Chaney Road and a new system to system, three-level interchange with I-95. The contract included 23 new bridges (470K SF of bridge deck), numerous retaining walls (cast-in-place and MDE), phased erosion and sediment control packages, 12 SWM ponds, and ground improvement techniques. MOT was performed on two of the State’s most heavily traveled roadways with extensive protective features to the environment, landscaping and aesthetic treatments of bridges, and walls and noise barriers to compliment the surrounding area. Dewberry was responsible for all design including mapping, surveys, geotechnical investigations, floodplain studies, signing and marking, signals, ITS system, electronic toll collection (ETC), lighting, traffic analysis, environmental services, noise analysis, landscaping, and utility relocations. Dewberry led/supported the public outreach program inclusive of community meetings at local schools and civic centers. The Dewberry design team worked closely with stakeholders ensuring that concerns were quickly addressed. During the pursuit phase, Dewberry developed alternative technical concepts (ATCs) including the re-design of the I-95/MD 200 interchange which required a modification to the Interstate Access Point Approval (IAPA) from the FHWA during the delivery phase.</div> <div>Key Project Relevancies:<ul style="list-style-type: none">• Design-build delivery• Bridge construction in a tight work space• Interstate (system-to-system) interchange• Environmental permitting and strict compliance monitoring• Coordination with adjacent projects• In-depth community outreach• MOT along I-95Key Personnel Involved:<ul style="list-style-type: none">• Kenneth Davis, PE – Deputy Design Manager & Roadway Lead• Jerry Mrykalo, PE, PTOE – Traffic Engineer</div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Dewberry’s performance on the project to identify Dewberry with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Dewberry’s record of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
ICC C was successfully completed on budget and opened on time with no delays, claims, dispute proceedings, litigation, or arbitration. Dewberry developed a number of innovative ATCs that saved \$90M in up front construction costs, minimized long-term maintenance costs for MDOT. Protection of the environment and avoidance and minimization of natural resource impacts was our team’s primary goal. We achieved this goal through both the design and construction phases. Throughout the design process, our team’s innovative designs avoided/minimized impacts to natural resources within the project limits including reducing ROW acquisitions by 14 acres and the overall bridge deck area by more than 320,000 SF and minimized environmental and utility impacts. Wetland impacts were reduced by 19 acres (52%), Wetland Buffer impacts were reduced by five acres (27%), Forested Wetland impacts were reduced by 32.6 acres (17%), Perennial/Intermediate Waters of the U.S. impacts were reduced by 1,930 LF (15%), Ephemeral Waters of the U.S. impacts were reduced by 1,830 LF (53%) and Floodplain impacts were reduced by 9.9 acres (62%). Our Team also earned over \$4.7 million in incentive payments for environmental compliance - reflecting our commitment to ecological best practices and objectives.					
i. Quality Initiatives. Discuss Dewberry’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.					
To support the aggressive construction schedule, the project was broken down into three areas with dedicated construction and design staff focused on meeting their respective milestones. To support the aggressive schedule, Dewberry developed early work packages for clearing activities as well as for long lead items like bridge steel packages. Dewberry provided the Project Quality Manager (PQM) and developed the Design Quality Control Plan (DQCP). Dewberry led the development of over 200+ design and permitting packages all following the requirements of the DQCP including the incorporation of comprehensive constructability, environmental, and interdisciplinary reviews. This resulted in quality “Released for Construction” (RFC) packages resulting in minimal field changes.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Dewberry shall provide a detailed explanation below.					
N/A					

APPENDIX C

Quality of Past Performance



SCDOT I-85 Widening Phase III



Dewberry

SCDOT – I-26 at I-95 Interchange Improvement Design-Build Project RFQ

Lead Contractor: The Lane Construction Corporation (no JV for this job)

3.5.2 – Quality of Past Performance

The Proposer shall provide **Work History and Quality Forms – Contractor/Designer for each transportation projects, active or completed, within the last five years that has a “yes” response to any of the following questions. Sections A through G and Section J shall be completed.**

- Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any Project? **NO**
- Has the Lead Contractor or any member of the joint venture submitted a claim on a project that was litigated? If litigated, explain the results. **NO**
- Have any design-build projects or projects of similar scope been delayed more than 30 days such that liquidated damages were assessed? **YES**

Project & Location	Total Contract Value	Owner	Year Project Completed	LD Amount	Explanation
IH35W Tarrant Co, TX	\$ 128,919,484	TXDOT	2018	\$2,268,840	TxDOT initiated a change in scope that extended the contract duration by 693 days. TxDOT admitted responsibility for most of that delay but charged Lane for 146 days.
Not including LD's charged to joint venture entities in which Lane has participated; Available upon request.					

- Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated? **YES. Lane has received four final citations deemed serious.**

Project & Location	Issuing Agency	Citation Date	Description	OSHA Category	Amount of Fine	Corrective Action
West Ship Canal CSO	Washington Dept of Labor and Industries	4/18/22	Failed to establish, supervise, and enforce an Accident Prevention Program that was effective in practice.	WAC 296-155-100(1)(b)	\$2,160	Accident Prevention Program has been established, supervised and enforced to all employees.
West Ship Canal CSO	Washington Dept of Labor and Industries	4/18/22	Provisions and requirements for lifting personnel were not understood and applied at operational level	WAC 296-155-55200(1)	\$2,160	Provisions and requirements for lifting personnel have been established, supervised, and applied at operational levels.

I-85 Widen-Ph 3- Cherokee County, SC	Dept. of Labor Licensing & Regulation	4/17/20	Overhead Line: Warning signs and equipment within vicinity	19260600 A06	\$7,000	Conducted 8-hour Electrical Safety Training and provide documentation to Petitioner evidencing the training was conducted
FL Turnpike- Osceola/Beachline, Easton Park, FL	U.S. Dept. of Labor	12/14/18	Aerial Lifts	1926.453(b)(2)(v)	\$9,054	Safety Standdown held with project employees to reflect on the dangers that can occur as a result of the failure to wear required PPE.

- 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**
- 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**
- Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract? **NO**
- In the SOQ Narrative, indicate if any individual or firm has been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity or are any such actions pending against them within the last five years. **None**

CONFIDENTIAL

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

CONFIDENTIAL

a. Project Name, Delivery Method (DBB, DB, etc.), & 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 Lane’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 Lane (in thousands)
Name: IH35W Corridor Improvement Delivery Method: Bid Build Traditional Location: Tarrant County, TX	Contractor: The Lane Construction Corporation, Lead Designer: Not on file	Name of Owner: TxDOT Project Manager: Ricardo Gonzalez Phone: 817-399-4343 Email: ricardo.gonzalez@txdot.gov	07/2018	\$128,919	\$128,919
g. Narrative describing the work performed by Lane.					
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 Lane’s performance on the project to identify Lane with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lane’s record of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Lane’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, Lane shall provide a detailed explanation below.					
This project received liquidated damages related to delays. These delays were due to a change in scope initiated by TxDOT 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

CONFIDENTIAL

a. Project Name, Delivery Method (DBB, DB, etc.), & 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 Lane’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 Lane (in thousands)
Name: West Ship Canal CSO Delivery Method: Bid Build Traditional Location: Seattle, WA	Contractor: The Lane Construction Corporation Lead Designer: McMillen Jacobs Associates 415-434-1822	Name of Owner: Seattle Public Utilities Project Manager: Roger Mitchell Phone: 425-606-0031 Email: Roger.Mitchell-C@seattle.gov	August 2023	\$ 255,961,728	\$ 255,961,728
g. Narrative describing the work performed by Lane.					
The purpose of the overall Ship Canal Water Quality Project (SCWQP) is to control Seattle Public Utility and King County DNRP combined sewer overflows (CSOs) in the SCWQP area by providing a shared tunnel storage facility to control the CSOs. The main Storage Tunnel and appurtenances will consist of an approximately 14,000-foot long tunnel with an inside nominal diameter of 18.83 feet. The purpose of this tunnel is to store storm water and wastewater during heavy rain events.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lane’s performance on the project to identify Lane with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lane’s record of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Lane’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, Lane shall provide a detailed explanation below.					
This project received two final serious citations from the Washington Dept of Labor and Industries: 1. Related to OSHA category WAC 296-155-100(1)(b) for failure to establish, supervise, and enforce an Accident Prevention Program that was effective in practice. Lane paid a \$2,160 fine and established an Accident Prevention Program, which is supervised and enforced to all employees. 2. Related to OSHA category WAC 296-155-55200(1) for Provisions and requirements for lifting personnel were not understood and applied at operational level. Lane paid a \$2,160 fine and established, supervised, and applied provisions and requirements for lifting personnel at operational levels.					

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

CONFIDENTIAL

a. Project Name, Delivery Method (DBB, DB, etc.), & 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 Lane’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 Lane (in thousands)
Name: I-85 Widening Phase III Design-Build Location: Blacksburg, SC	Contractor: The Lane Construction Corporation Lead Designer: Michael Baker International, Inc.	Name of Client: SCDOT Project Manager: Shane Parris, PE Phone: 864-490-0466 Email: parrissl@scdot.gov	Construction: 03/2023 (estimated)	\$195,515	\$195,515
g. Narrative describing the work performed by Lane.					
This 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 Lane team proposed innovative solutions to limit environmental impacts, protect existing utility operations, and providing significant cost and schedule savings for SCDOT.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lane’s performance on the project to identify As or Bs with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lane’s record of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Lane’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, Lane shall provide a detailed explanation below.					
This project received a final serious citation from the SC Dept. of Labor Licensing and Regulation, related to OSHA category 19260600 A06, overhead line: warning signs & equipment within vicinity. Lane paid a fine of \$7,000, conducted an 8-hour electrical safety training, and provided documentation to Petitioner evidencing the training was conducted.					

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

CONFIDENTIAL

a. Project Name, Delivery Method (DBB, DB, etc.), & 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 Lane’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 Lane (in thousands)
Name: FL Turnpike from Osceola Parkway to Beachline Expressway Delivery Method: Bid Build Traditional Location: Ocoee, FL	Name: The Lane Construction Corporation, Lead Contractor Lead Designer: The Wantman Group	Name of Owner: Florida's Turnpike Enterprise Project Manager: Albert Salas, P.E. Phone: 954-934-1113 Email: albertsalas@dot.state.fl.us	June 2021	\$187,679	\$ 187,679
g. Narrative describing the work performed by Lane.					
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 Lane’s performance on the project to identify Lane with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lane’s record of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Lane’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, Lane shall provide a detailed explanation below.					
This project received a serious OSHA citation for the failure to wear fall protection while operating a manlift over 12 feet above the ground. Lane paid a fine of \$9,054 and conducted a ‘Safety Standdown’ with project employees to reflect on the dangers that can occur as a result of the failure to wear required PPE.					

APPENDIX D

Legal & Financial



VDOT I-495 Express Lanes



January 24, 2023

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

RE: Request for Qualifications – Project ID P036877 (the “RFQ”)
I-26 at I-95 Interchange Improvement Design-Build Project (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,

David J. Rankin
Executive Vice President & Chief Operating Officer Construction

On this 24 day of January, 2023, before me, Leslie G Hull, a Notary Public for North Carolina, personally appeared David J. Rankin, 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.

[NOTARIAL SEAL]



Notary Public

My Commission Expires: 7-7-2027

LIBERTY MUTUAL INSURANCE COMPANY
UNITED STATES INSURANCE COMPANY
NATIONWIDE MUTUAL INSURANCE COMPANY

EVEREST REINSURANCE COMPANY
MARKEL INSURANCE COMPANY

January 27, 2023

South Carolina Department of Transportation
955 Park Street
Columbia, SC 29202

RE: **The Lane Construction Corporation**
Request for Qualifications
I-26 at I-95 Interchange Improvement - Design-Build Project
Project ID P036877 - DORCHESTER AND ORANGEBURG COUNTIES
Estimated Project Value: \$225,000,000.00

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, United States Fire Insurance Company, Everest Reinsurance Company, Nationwide Mutual Insurance Company and Markel 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, 2022. 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 \$350,000,000 and corresponding backlogs approaching \$3,500,000,000. 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
United States Fire Insurance Company
Everest Reinsurance Company
Nationwide Mutual Insurance Company
Markel Insurance Company


Theresan E. Rowedder
Attorney-in-Fact



Aon Risk Services
53 State Street
Suite 2201
Boston, MA 02109
860-830-1769



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: **8207846-012022**

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, Bryan Huft; Jane Gilson; Jean Correia; Nathaniel E. Jakaitis; Theresan E. Rowedder

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 20th day of April, 2022.



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 20th day of April, 2022 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 - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
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 27th day of January, 2023.



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.

For bond and/or Power of Attorney (POA) verification inquiries, please call 610-832-8240 or email HOSUR@libertymutual.com.

**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: **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 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 28th day of September, 2021.

UNITED STATES FIRE INSURANCE COMPANY



Matthew E. Lubin, President

State of New Jersey }
County of Morris }

On this 28th day of September, 2021, 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.

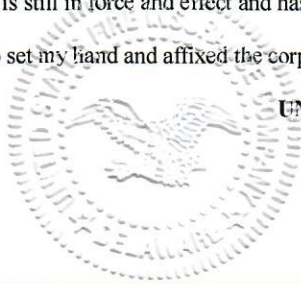


Melissa H. D'Alessio (Notary Public)

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 27th day of January 2023

UNITED STATES FIRE INSURANCE COMPANY



Michael C. Fay, Senior Vice President



**POWER OF ATTORNEY
EVEREST REINSURANCE COMPANY
DELAWARE**

KNOW ALL PERSONS BY THESE PRESENTS: That Everest Reinsurance Company, a corporation of the State of Delaware ("Company") having its principal office located at 477 Martinsville Road, Liberty Corner, New Jersey 07938, do hereby nominate, constitute, and appoint:

Mark P. Herendeen, Jean Correia, Theresan E. Rowedder, Bryan Huft, Jane Gilson, Jennifer L. Jakaitis

its true and lawful Attorney(s)-in-fact to make, execute, attest, seal and deliver for and on its behalf, as surety, and as its act and deed, where required, any and all bonds and undertakings in the nature thereof, for the penal sum of no one of which is in any event to exceed UNLIMITED, reserving for itself the full power of substitution and revocation.

Such bonds and undertakings, when duly executed by the aforesaid Attorney(s)-in-fact shall be binding upon the Company as fully and to the same extent as if such bonds and undertakings were signed by the President and Secretary of the Company and sealed with its corporate seal.

This Power of Attorney is granted and is signed by facsimile under and by the authority of the following Resolutions adopted by the Board of Directors of Company ("Board") on the 28th day of July 2016:

RESOLVED, that the President, any Executive Vice President, and any Senior Vice President and Anthony Romano are hereby appointed by the Board as authorized to make, execute, seal and deliver for and on behalf of the Company, any and all bonds, undertakings, contracts or obligations in surety or co-surety with others and that the Secretary or any Assistant Secretary of the Company be and that each of them hereby is authorized to attest to the execution of any such bonds, undertakings, contracts or obligations in surety or co-surety and attach thereto the corporate seal of the Company.

RESOLVED, FURTHER, that the President, any Executive Vice President, and any Senior Vice President and Anthony Romano are hereby authorized to execute powers of attorney qualifying the attorney named in the given power of attorney to execute, on behalf of the Company, bonds and undertakings in surety or co-surety with others, and that the Secretary or any Assistant Secretary of the Company be, and that each of them is hereby authorized to attest the execution of any such power of attorney, and to attach thereto the corporate seal of the Company.

RESOLVED, FURTHER, that the signature of such officers named in the preceding resolutions and the corporate seal of the Company may be affixed to such powers of attorney or to any certificate relating thereto by facsimile, and any such power of attorney or certificate bearing such facsimile signatures or facsimile seal shall be thereafter valid and binding upon the Company with respect to any bond, undertaking, contract or obligation in surety or co-surety with others to which it is attached.

IN WITNESS WHEREOF, Everest Reinsurance Company has caused their corporate seals to be affixed hereto, and these presents to be signed by their duly authorized officers this 28th day of July 2016.



Nicole Chase

Attest: Nicole Chase, Assistant Secretary

Everest Reinsurance Company

Anthony Romano

By: Anthony Romano, Vice President

On this 28th day of July 2016, before me personally came Anthony Romano, known to me, who, being duly sworn, did execute the above instrument; that he knows the seal of said Company; that the seal affixed to the aforesaid instrument is such corporate seal and was affixed thereto; and that he executed said instrument by like order.

LINDA ROBINS
Notary Public, State of New York
No 01R06239736
Qualified in Queens County
Term Expires April 25, 2023

Linda Robins

Linda Robins, Notary Public

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company, at the Liberty Corner, this 27th day of January 2023.

Everest Reinsurance Company
461 5th Avenue – 4th Floor
New York, N.Y. 10017



EVEREST®

SURETY BOND SEAL ADDENDUM EVEREST REINSURANCE COMPANY

Due to logistical issues associated with the use of traditional seals during the COVID-19 pandemic, Everest Reinsurance Company ("Everest") has authorized its Attorney-in-Fact to affix Everest's corporate seal to any bond executed on behalf of Everest by any such Attorney-in-Fact by attaching this Addendum to said bond.

To the extent this addendum is attached to a bond that is executed on behalf of Everest by its Attorney-in-Fact, Everest hereby agrees that the seal below shall be deemed affixed to said bond to the same extent as if its raised corporate seal was physically affixed to the face of the bond.

Dated this 7th day of April 2020.

EVEREST REINSURANCE COMPANY

By: _____
Anthony Romano – Vice President & Global Head of Surety



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:

AKLIMA NOORHASSAN; ANNE POTTER; BEVERLY WOOLFORD; BRYAN HUFT; DEBRA A DEMING; FRANCES RODRIGUEZ; FRANCESCA KAZMIERCZAK; JANE GILSON; JEAN CORREIA; KEMAL BRKANOVIC; NATHANIEL JAKAITIS; PETER HEALY; SANDRA DIAZ; SUSAN A WELSH; THERESA E ROWEDDER; VALORIE SPATES;

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 20th day of August, 2021.



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

ACKNOWLEDGMENT

STATE OF NEW YORK COUNTY OF NEW YORK: ss

On this 20th day of August, 2021, 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.



Stephanie Rubino McArthur
Notary Public, State of New York
No. 02MC6270117
Qualified in New York County
Commission Expires October 19, 2024

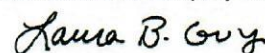


Notary Public
My Commission Expires
October 19, 2024

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 27th day of January, 2023.



Assistant Secretary

JOINT LIMITED POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That SureTec Insurance Company, a Corporation duly organized and existing under the laws of the State of Texas and having its principal office in the County of Harris, Texas and Markel Insurance Company (the "Company"), a corporation duly organized and existing under the laws of the state of Illinois, and having its principal administrative office in Glen Allen, Virginia, does by these presents make, constitute and appoint:

Theresan E. Rowedder

Their true and lawful agent(s) and attorney(s)-in-fact, each in their separate capacity if more than one is named above, to make, execute, seal and deliver for and on their own behalf, individually as a surety or jointly, as co-sureties, and as their act and deed any and all bonds and other undertaking in suretyship provided, however, that the penal sum of any one such instrument executed hereunder shall not exceed the sum of:

In Unlimited Amounts

This Power of Attorney is granted and is signed and sealed under and by the authority of the following Resolutions adopted by the Board of Directors of SureTec Insurance Company and Markel Insurance Company:

"RESOLVED, That the President, any Senior Vice President, Vice President, Assistant Vice President, Secretary, Assistant Secretary, Treasurer or Assistant Treasurer and each of them hereby is authorized to execute powers of attorney, and such authority can be executed by use of facsimile signature, which may be attested or acknowledged by any officer or attorney, of the company, qualifying the attorney or attorneys named in the given power of attorney, to execute in behalf of, and acknowledge as the act and deed of the SureTec Insurance Company and Markel Insurance Company, as the case may be, all bond undertakings and contracts of suretyship, and to affix the corporate seal thereto."

IN WITNESS WHEREOF, Markel Insurance Company and SureTec Insurance Company have caused their official seal to be hereunto affixed and these presents to be signed by their duly authorized officers on the 29th day of June, 2021.

SureTec Insurance Company

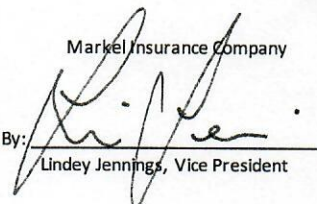
By:


Michael C. Keimig, President



Markel Insurance Company

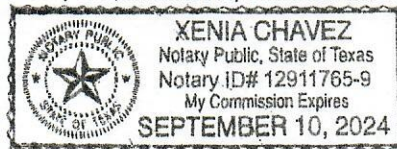
By:


Lindsey Jennings, Vice President

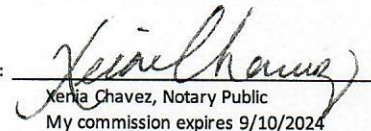
State of Texas
County of Harris:

On this 29th day of June, 2021 A. D., before me, a Notary Public of the State of Texas, in and for the County of Harris, duly commissioned and qualified, came THE ABOVE OFFICERS OF THE COMPANIES, to me personally known to be the individuals and officers described in, who executed the preceding instrument, and they acknowledged the execution of same, and being by me duly sworn, disposed and said that they are the officers of the said companies aforesaid, and that the seals affixed to the proceeding instrument are the Corporate Seals of said Companies, and the said Corporate Seals and their signatures as officers were duly affixed and subscribed to the said instrument by the authority and direction of the said companies, and that Resolutions adopted by the Board of Directors of said Companies referred to in the preceding instrument is now in force.

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



By:

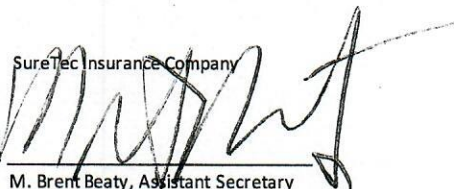

Xenia Chavez, Notary Public
My commission expires 9/10/2024

We, the undersigned Officers of SureTec Insurance Company and Markel Insurance Company do hereby certify that the original POWER OF ATTORNEY of which the foregoing is a full, true and correct copy is still in full force and effect and has not been revoked.

IN WITNESS WHEREOF, we have hereunto set our hands, and affixed the Seals of said Companies, on the 27th day of January, 2023.

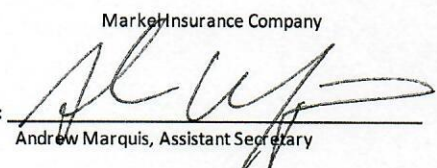
SureTec Insurance Company

By:


M. Brent Beaty, Assistant Secretary

Markel Insurance Company

By:


Andrew Marquis, Assistant Secretary



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 18, 2022

Expires: October 31, 2023

Approved By: *Maria A. Smith*
Prequalification Coordinator

APPENDIX E

Organizational Conflicts of Interest



FDOT Wekiva Parkway Section 8

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):

n/a

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

n/a


Signature

1-24-2023
Date

David J. Rankin, EVP & COO Construction
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

APPENDIX F

Confidential or Proprietary Information Summary List



VDOT I-95 Express Lanes



Dewberry

3.1.5 Confidential Or Proprietary Information Summary List

The following item in this Statement of Qualifications contains confidential or proprietary information. The respective pages are marked accordingly.

- Appendix C – Quality of Past Performance

APPENDIX G

Addendum Receipt Forms



FDOT SR 408/SR 417 Interchange Improvements



Dewberry

NOTICE OF RECEIPT
I-26 at I-95 Interchange Improvement
Design-Build Project - Project ID P036877
Dorchester and Orangeburg Counties

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

1/26/2023

Date

David J. Rankin
Printed Name

For: The Lane Team
Design-Build Team Name



APPENDIX H

Key Individual & Contractor/ Designer Reference Forms



NCDOT I-440 Beltline Widening



[illegible]

[illegible]