

# Statement of Qualifications



## I-77 New Exit 26 Interchange and Connecting Roads Design-Build

Project ID P042443  
Richland County, South Carolina



January 3, 2024





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## Narrative



## 3.2 INTRODUCTION

A fast-paced project that will launch the economic future of Blythewood, Richland County, and greater Columbia, requires a trusted partner, with the plan, collaborative skills, and resources to deliver in a very timely manner. **The Lane Construction Corporation (Lane)** has a strong history of providing local resources and innovative solutions for on-time and dependable delivery of priority projects. We have a demonstrated history of mitigating risks and producing schedule certainty, both locally and nationwide. Lane has teamed with Lead Designer **Rummel, Klepper, & Kahl, LLP (RK&K)**, who brings local design resources, SCDOT expertise, and relevant experience, which will be essential to expedited design efforts. With local offices in Columbia, Charleston, and Charlotte, RK&K will be responsible for the overall design and will be supported by trusted local subconsultants to support their efforts to expedite permitting and plans for this crucial project. Lane and RK&K have partnered to present SCDOT with a proven team with a history of successful design-build (D-B) project delivery in the Carolinas and beyond.

**3.2.1 Contracting Entity:** Founded in 1890 and incorporated in 1902, The Lane Construction Corporation is the sole entity with whom SCDOT will be contracting. Construction will be managed from a project field office, and will be supported from Lane’s Charlotte, NC office. ▶

**3.2.2 Proposer’s Points of Contact for Procurement:** Please see Table 3.2.2. ▶

**3.2.3 Full Legal Name of Lead Contractor & Lead Designer:** The Lane Construction Corporation is the legal name of the Lead Contractor and will serve as the Proposer. Rummel, Klepper & Kahl, LLP is the legal name of the Lead Design firm. Please see Table 3.2.3. ▶

**3.2.4 Unique Entity IDs:** Please see Table 3.2.4 for Lead Contractor and Lead Designer IDs. ▶

**3.2.5 Commitment of Key Individuals:** Lane and RK&K confirm that all key individuals identified within this SOQ are fully committed to the I-77 New Exit 26 and Connecting Roads Project. Based on their proven abilities to deliver critical D-B projects, these personnel are driven to provide SCDOT a high-quality product and committed to attaining schedule expectations. Our key individuals will be available for the duration of the Project as required in the Request for Qualifications.

**Table 3.2.1 | 3.2.2 | 3.2.3**

<b>Contracting Entity, Project Office, and Representative</b>	
<p><b>The Lane Construction Corporation</b> 6125 Tyvola Centre Drive, Charlotte, NC 28217</p> <p><b>Authorized Representative</b> Troy Carter, PE   910-308-8032   tmcarter@laneconstruct.com</p>	
<b>Legal Name of Firms &amp; Points of Contact</b>	
<p><b>Lead Contractor</b> The Lane Construction Corporation Drew Baucom, PE   704-201-1248 6125 Tyvola Centre Drive, Charlotte, NC 28217</p> <p><b>Lead Designer</b> Rummel, Klepper, &amp; Kahl, LLP Brandon McInnis, PE   919-878-9560   bmcinnis@rkk.com 8601 Six Forks Road, Forum 1, Suite 700, Raleigh, NC 27615</p>	

**Table 3.2.4 – Unique Entity ID**

<b>Firm</b>	<b>SAM ID</b>
The Lane Construction Corporation	R1BYK4E3LAX7
Rummel, Klepper & Kahl, LLP	MRQ7D4288C55



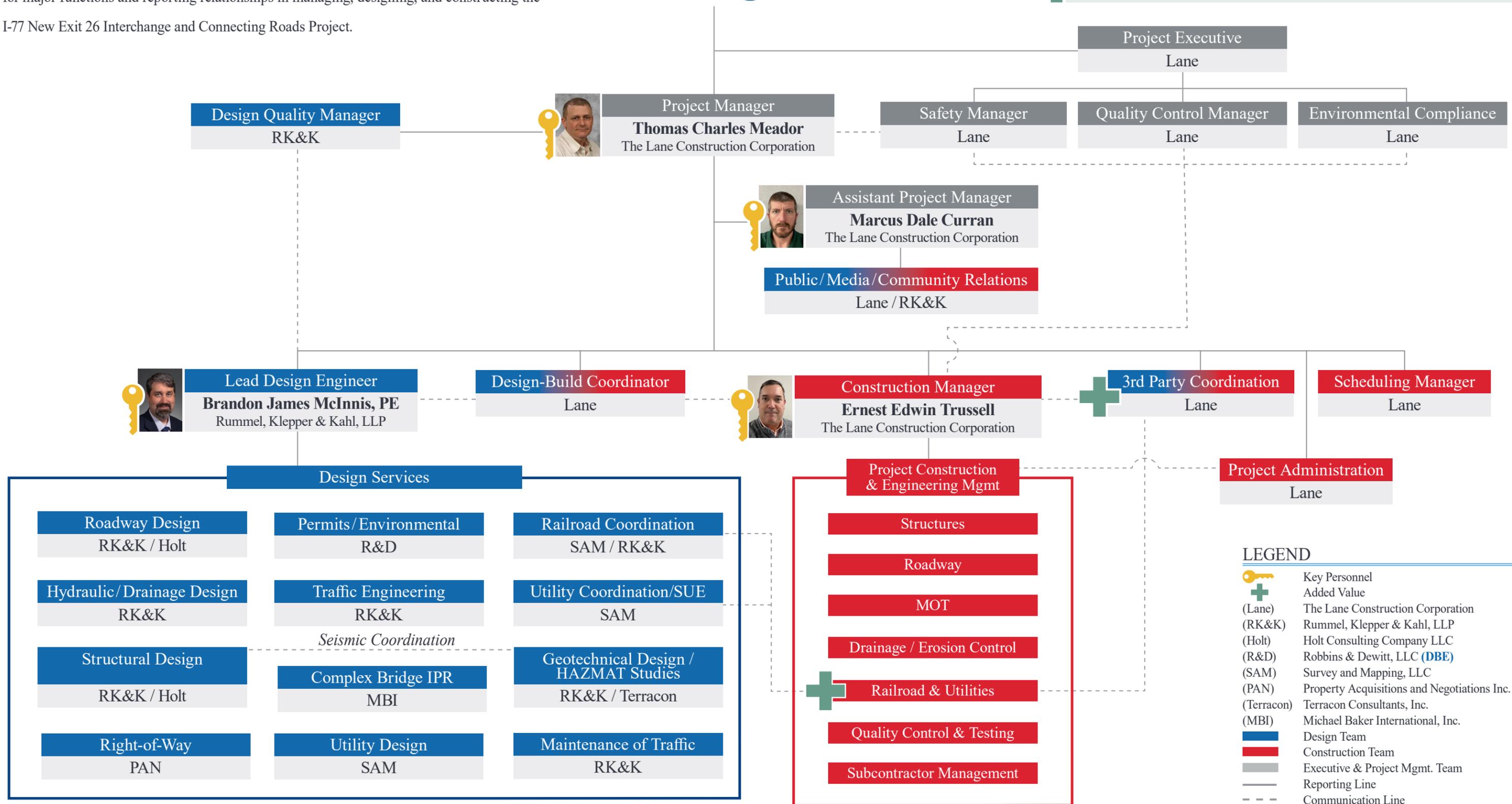
### 3.3 TEAM STRUCTURE & PROJECT EXECUTION

3.3.1(a) **Organizational Chart & Team Structure:** The organizational chart presented below shows the flow of our "chain of command" with identifying lines to show responsibility for major functions and reporting relationships in managing, designing, and constructing the I-77 New Exit 26 Interchange and Connecting Roads Project.



#### ADDED VALUE: MITIGATING SCHEDULE RISKS

Lane understands the importance of precise utility installation. Inaccurate placement can impede project progress and cause schedule delays. A value-added feature of our Team is the commitment to verify accurate installations. The placement areas will be confirmed prior to work, and then verified with the approved utility design drawings after relocation.



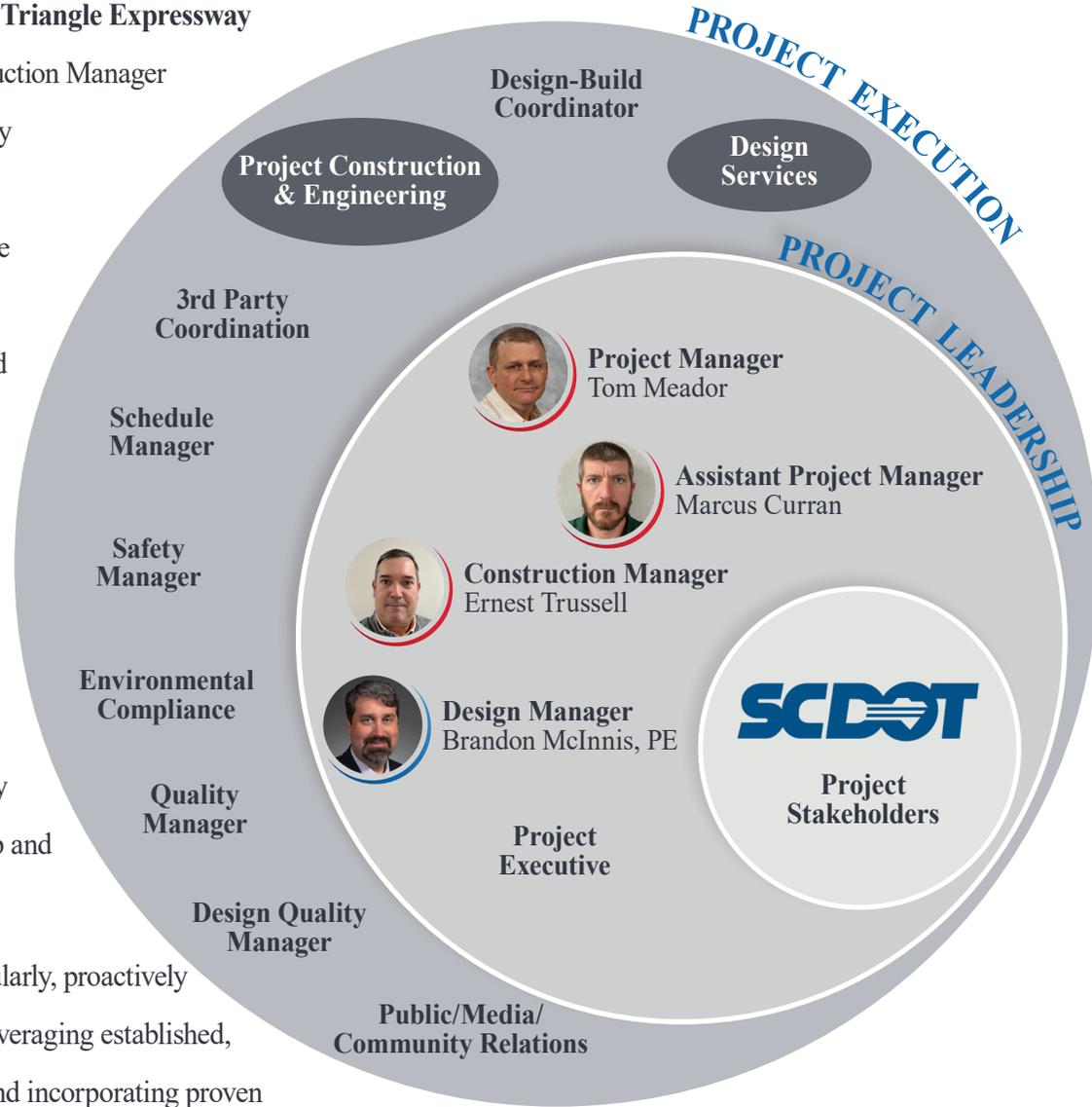
**3.3.1(b) Team Structure & Integration:** Lane will serve as the sole contracting entity with SCDOT, with RK&K serving as the Lead Designer under direct contract to Lane. Project Manager Tom Meador (Lane) will have singular responsibility for leading all project personnel. Assistant Project Manager Marcus Curran (Lane) will report directly to Tom and serve as both a member of the project management leadership team and as a representative of the Project Manager in Tom's absence. A management team of direct reports will assist Tom and Marcus in overseeing respective functions of the project, including design, construction, safety, and project administration. **Tom and Marcus are currently performing these same roles on the NCTA 540 Triangle Expressway**

**project, having successfully worked together for nearly five years.** Construction Manager

Ernest Trussell (Lane) will manage and coordinate all field personnel and daily construction operations and will report directly to Tom and Marcus. Ernest previously worked on the successfully delivered SCDOT I-85 Widening, Phase III project in Cherokee County. Lead Design Engineer Brandon McInnis, PE (RK&K) will head the design, coordinate the work of all design functions, and will report to Tom. Brandon has lead the design for nine D-B projects in the Carolinas, totaling more than \$1.3 billion in value. These four individuals serve as our key individuals and form the core group to deliver the project.

Construction quality control will be conducted by Lane, with the Quality Control Manager coordinating with the SCDOT Resident Engineer and reporting directly to Troy Carter, PE, Project Executive and Lane's VP of Construction for the Carolinas. This structure allows the Quality Control Manager to maintain objective autonomy outside of project leadership and permits him to institute corrective measures.

These individuals will function as an integrated team by communicating regularly, proactively mitigating schedule risk, and taking advantage of local access to resources; leveraging established, state-wide relationships; engaging in new technologies and innovative tools and incorporating proven best practices and procedures acquired from years of prior organizational collaboration.



### 3.3.1(c) Previous Teaming Success:

The Lane-RK&K Team brings proven working relationships, a history of successfully delivered design-build projects, and long-standing professional connections between individual key staff members. These established working relationships developed from past teaming and collaborations are a positive indicator of future success for this crucial Project. References for these projects are provided in [Appendix H](#).

### Previous Teaming Success VDOT Route 29 Solutions Design-Build



An innovative design by RK&K, combined with careful planning and execution by Lane, allowed the intersection to open **46 days early**.

Table 3.3.1(c) – Previous Design-Build Teaming Success

#### NCDOT I-485/I-85 ‘Turbine’ Interchange Design-Build, Mecklenburg County, NC (2011–2015)

<b>Description</b>	\$99 million   Modification of the existing I-485/I-85 interchange to a turbine (first in NC) that uses smaller, single-span bridges, smaller columns, and flatter roadway profiles.
<b>Lane Participation</b>	<i>Lead Contractor</i> – interstate roadway, interstate bridge, and interchange construction; utility relocation; bridge replacement; earthwork; ROW acquisition; drainage; sound & MSE walls; roadway-related specialties; environmental permitting & mitigation
<b>RK&amp;K Participation</b>	<i>Subcontractor to Lead Designer</i> – hydraulic design, erosion control, stormwater management, and jurisdictional impacts for bidding and final design, including permit drawings and agency meetings.
<b>Collaboration</b>	Lane and RK&K collaborated during the design phase of this award-winning project to determine options. NCDOT was heavily involved and agencies were consulted throughout the process to ensure environmental compliance. Throughout construction, RK&K met on site with Lane and NCDOT for erosion control compliance and collaboration. <b>The innovative design saved NCDOT in excess of \$30 million and provided schedule and MOT advantages, allowing the project to be delivered on time.</b>
<b>Awards &amp; Accolades</b>	ENR Southeast Best Project; <i>Roads and Bridges Magazine’s</i> #1 of Top 10 Roads 2012; DBIA Excellence in Design; DBIA National Award of Excellence; ACEC Grand Conceptor Award for Engineering Excellence
<b>Reference</b>	NCDOT   Boyd Tharrington, PE   btharrington@ncdot.gov   (919) 707-2503

#### VDOT Route 29 Solutions Design-Build, Albemarle County, VA (2015–2017)

<b>Description</b>	\$117 million   Design and construction of the Route 29 and Rio Road Grade-Separated Intersection; Route 29 widening from four lanes to six lanes from Polo Grounds Road to Towncenter Drive, and Berkmar Drive Extension for 2.3 miles of new alignment from Hilton Heights Road to Towncenter Drive.
<b>Lane Participation</b>	<i>Lead Contractor JV Managing Partner</i> – roadway widening and new construction, grade-separated intersection, curb and gutter, sidewalks, bike lanes, multi-use paths, roadway-related specialties; controlled access
<b>RK&amp;K Participation</b>	<i>Lead Designer</i> – roadway, structures, MOT, environmental design services
<b>Collaboration</b>	Partnering and collaborating at all levels, Lane’s innovative construction methods combined with RK&K’s creative design delivered this award-winning project ahead of schedule and on budget. This accelerated contract required that the depressed travel lanes and associated bridge along Route 29 in the center of the Rio Road intersection be constructed within one summer in a period of 103 days. <b>By working around the clock, 6 days a week, crews substantially completed the bridge and through lanes in only 57 days, allowing the intersection to open to traffic 46 days early.</b>
<b>Awards &amp; Accolades</b>	ACEC/VA Pinnacle Award for Engineering Excellence; ACEC/VA Grand Award for Engineering Excellence; and the DBIA Design-Build Award and Design-Build Excellence in Engineering Award <i>“The Team did an excellent job of selecting the right design for a unique need, <b>designing the bridge quickly to meet the needs of an aggressive schedule</b>, working closely with VDOT to provide solutions for long-term maintenance and providing high quality design and construction.”</i> — David Covington, PE, Regional Manager, VDOT.
<b>Reference</b>	VDOT   David Covington, PE   dave.covington@vdot.virginia.gov   434-422-9373

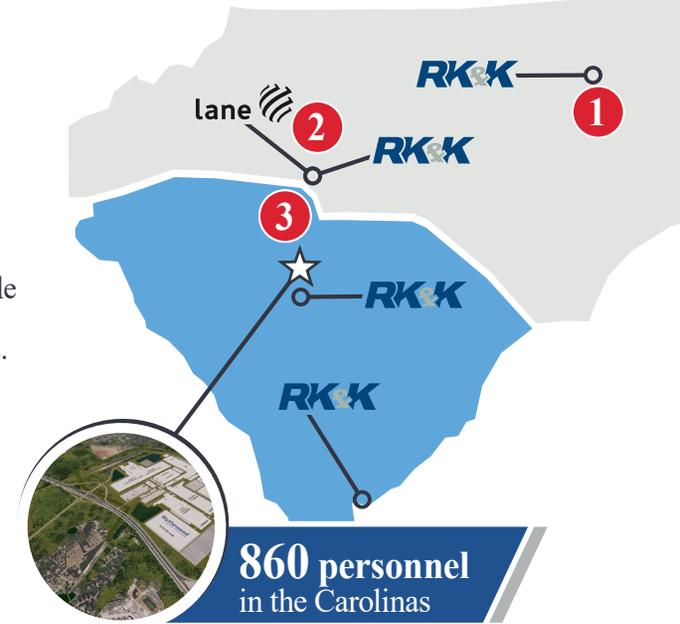
### 3.3.2 Project Resources, Strategies, and Execution

#### 3.3.2(a) Strategy for Schedule Certainty:

Table 3.3.2(a) – Strategies for Schedule Certainty	
Our Advantage	Mitigation Strategies
 <p><b>Integrated Design Approach</b></p>	<ul style="list-style-type: none"> <li>» Early design efforts will begin at Project award, with early work packages to accelerate the design and construction schedule.</li> <li>» Segment the design to engage multiple RK&amp;K and Holt design teams. Similarly, there will be separate design teams for each bridge to allow concurrent design efforts.</li> <li>» Partner with SCDOT and FHWA to conduct over-the-shoulder reviews to reduce comments and expedite design package reviews.</li> <li>» Include <b>Stuart Samberg</b>, Lead Traffic Engineer, who is highly experienced in IJR/IMR. Stuart recently completed a complex IJR/IMR on the I-66 Outside the Beltway project.</li> <li>» For the bridges, conduct early site investigations to gather all needed information: soil conditions, geotechnical properties, hydrology, utilities and other potential hazards.</li> <li>» Throughout the design process, Lane will confirm constructability, reducing the need for late design changes/submittals and rework in the field.</li> </ul>
 <p><b>Singular Prime Contractor</b> (no joint venture)</p>	<ul style="list-style-type: none"> <li>» Streamlined decision-making, without the need to consult with partners within the confines of a joint venture, allows for timely resolution of Project challenges.</li> <li>» SCDOT will engage with only one construction firm throughout the life of the project, enabling more efficient communications and collaboration.</li> <li>» Use our D-B experience to anticipate potential schedule impacts and proactively work to propel the schedule forward. Lane used this approach on the SCDOT I-20 Wateree River Bridge project to mitigate a potential environmental delay associated with tri-colored bats prior to construction, allowing the schedule to remain on track.</li> <li>» Resources will be assigned to advance the schedule, allowing for quick decisions should conditions outside of our control pressure the November 30, 2026 delivery date.</li> </ul>
 <p><b>Self Performance</b></p>	<ul style="list-style-type: none"> <li>» Self-performance of the majority of construction activities (approximately 60-70%) allows Lane to control the critical path and enable rapid adjustments as necessary.</li> <li>» As a leader in concrete paving, Lane’s in-house field staff are experts in constructing quality concrete roadways. By self-performing a majority of this work, we can provide dedicated quality control that meets our exacting standards.</li> <li>» RK&amp;K’s significant working relationship with SCDOT, D-B experience, and ability to perform all design disciplines, allows RK&amp;K to manage and oversee the complete design effort, which will provide a high-quality design within an expedited schedule.</li> </ul>
 <p><b>Staff &amp; Labor Resources</b></p>	<ul style="list-style-type: none"> <li>» Lane has 530 management and craft personnel in the Carolinas, with a total of 2,260 personnel across 6 offices nationwide, providing ample labor resources. Additionally, Lane has decades-old subcontractor and vendor relationships, which bolsters our ability to supplement our resources to deliver this Project.</li> <li>» We will have the bridge, concrete pavement, and roadway crews needed for this Project from contracts completing in 2024 and early 2025.</li> <li>» Although RK&amp;K is fully capable to complete this project, we are providing supplemental resources through additional subconsultants to enhance schedule certainty for SCDOT.</li> </ul>
 <p><b>Equipment &amp; Materials</b></p>	<ul style="list-style-type: none"> <li>» Our Team has strong, long-term relationships with local equipment suppliers to acquire any needed equipment to supplement our fleet.</li> <li>» We have the resources and ability to setup a company-owned concrete batch plant, currently in use in Raleigh, NC through mid-2024.</li> <li>» Lane will leverage our Global Supply Chain Group to provide guidance for optimum material procurement timing and to identify multiple supplier options for material and construction.</li> </ul>
 <p><b>Utilities &amp; Railroad</b></p>	<ul style="list-style-type: none"> <li>» Our Team includes <b>Mark Attaway</b> of SAM, former SCDOT Utility and Railroad Coordinator, to help coordinate early with utilities and Norfolk Southern to minimize relocations and service operations delay risks. We will plan phasing to accommodate utility/railroad work.</li> <li>» Utility plans will be reviewed for compliance, ROW validation, and constructability. We will seek to secure critical relocations before construction begins.</li> <li>» During design, we will work to avoid utilities and minimize impacts to the current railroad line and the future Norfolk Southern spur track at the Scout facility.</li> <li>» Regular meetings will be conducted with utilities and Norfolk Southern to keep critical items moving forward.</li> <li>» Focus on understanding structural requirements, advanced scheduling for design reviews, and construction phasing options within third-party ROW.</li> </ul>
<p><b>SCOUT</b></p> <p><b>Stakeholder Coordination</b></p>	<ul style="list-style-type: none"> <li>» Our Team will work with SCDOT to coordinate with the developer of the Scout facility to establish shared/adjacent site access and efficient utilization of areas of overlap.</li> <li>» Stakeholders will be invited to progress and coordination meetings and we will discuss look-ahead scheduling to alert them to upcoming activities.</li> <li>» We will coordinate with adjacent Richland County projects, as well as the new I-77 railroad bridge being constructed under a separate contract.</li> <li>» Our Third Party Coordinator will be the single point of contact for stakeholders and will be available to proactively settle issues as they are identified.</li> </ul>

**3.3.2(b) Team Capacity & Resources:** Our Team has the resource strength (manpower and equipment), experience, and financial capacity to successfully deliver this Project. Compared to the regional market, we offer extensive backlog availability to provide a steady flow of resources at all levels (management, support, staffing) as a single integrated team. Lane’s workforce features more than 530 employees in the Carolinas, backed by 2,260 staff nationwide across 6 offices. In-house resources will be used to construct major work items, including available staff from other concluding projects (shown to the right), and supplemented by our large network of subcontractors. Our design partner, RK&K, has more than 330 staff in the Carolinas, with local offices in both Columbia and Charleston. Their resources will be reinforced with the use of trusted, local design subconsultants.

In addition to our Team’s ample resources available for this Project, our leadership team offers key individual continuity through our proposed Project Manager and Assistant Project Manager, both who are currently working together in similar roles on the NCTA 540 Triangle Expressway project. They have a robust, established rapport and will bring the efficiency and effectiveness of their successful teamwork to deliver the I-77 New Exit 26 and Connecting Roads Project with schedule and budget certainty.



- 1 NCTA 540 Triangle Expressway (2024)
- 2 NCDOT I-40/I-77 Interchange (2024)
- 3 SCDOT I-85 Widening, Phase III (2023)

	Lane	100 years RK&K
<b>Available Resources</b>	<ul style="list-style-type: none"> <li>» 530+ personnel in the Carolinas   2,260 staff across 6 offices nationwide</li> <li>» Charlotte, NC regional office</li> <li>» 80+ D-B projects over the last 20 years, totaling \$13 billion in construction cost</li> <li>» 3 projects completing in the Carolinas in 2024 and early 2025</li> <li>» Top 4 Highway Contractors (<i>ENR 2023</i>)</li> </ul>	<ul style="list-style-type: none"> <li>» 330+ staff in the Carolinas   1,500+ staff firm-wide</li> <li>» Columbia design office – supported by Charleston, Charlotte, and Raleigh</li> <li>» In the Carolinas: 53 D-B interchanges   \$2.7 billion in D-B as Lead Designer</li> <li>» 8 assignments, with 3 finishing in early 2024 and as-builts for SCDOT Bridge Packages</li> <li>» Top 20 Transportation Design Firm (<i>ENR</i>)</li> </ul>
<b>Strategies to Implement Available Resources</b>	<ul style="list-style-type: none"> <li>» Use position as a top Carolinas contractor to recruit local subcontractors and resources</li> <li>» Self-perform major work (approx. 60-70%), excluding specialty items</li> <li>» <b>One of the few select contractors capable of self-performing concrete paving work</b></li> <li>» Engage local DBEs and small businesses to promote opportunities</li> <li>» Use Lane's Global Supply Chain to optimize material procurement timing and sourcing</li> </ul>	<ul style="list-style-type: none"> <li>» Fully dedicated Lead Design Engineer</li> <li>» Experience to minimize/eliminate schedule delays associated with IMR process</li> <li>» Staffing resources to meet and accelerate the design schedule</li> <li>» Fully refined design and QC process for delivering complex projects</li> <li>» Understanding of SCDOT design submittal/review process, and procedures</li> </ul>
<b>Self-Perform</b>	Concrete Bridge Structures   Bridge & Wall Foundations   MOT   Retaining Walls   Concrete Paving   Pavement Substructure   Fine Grading   Earthwork   Drainage	Roadway/Interchange Engineering   IMR   Traffic   Bridge/Seismic Engineering   Geotechnical Engineering   Hydrology & Hydraulic Engineering   MOT/Work Zone Traffic Control   Signing & Pavement Markings

As a leading, nationwide contractor, Lane has the resources and experience to handle multiple D-B projects simultaneously, despite potential labor shortages and unexpected, far-reaching circumstances. This ability, coupled with our Team’s self-performance, enables us to **provide greater schedule certainty**, reduce costs, improve quality, and efficiently deliver this project with minimal disruption.

**3.3.2(c) Strategy to Maintain Project Schedule:** The Lane-RK&K Team understands the importance of delivering the Project by November 30, 2026, to meet SCDOT commitments and other milestones. We have ample resources readily available and will create redundancy wherever possible to mitigate schedule risk and provide on-time delivery. Our schedule approach identifies critical path activities for all aspects of project delivery (e.g., permitting, ROW, utilities, and railroad coordination). The Lane-RK&K Team has successfully delivered similar D-B projects with these same critical path activities, facilitating prioritization of design packages to begin activities as early as possible. The schedule will include all project milestone submissions and task dependencies, allowing for accurate progress tracking and early identification of potential schedule impacts. Activities will be assigned as self-performed or subcontracted, or as a material acquisition, to easily depict the entity responsible for each work item. Critical path activities and long-lead item procurement will be clearly identified and closely monitored to avoid schedule delays. Monitoring the critical and near-critical paths is vital for maintaining the schedule. Resources will be added or reallocated to preserve the critical path and prevent near-critical activities from becoming critical. Our efforts begin by working to eliminate an impact; however, if the impact is unavoidable, the activity is flagged in the construction schedule for tracking progress against critical path activities. Because ROW acquisition, utility relocations, and railroad coordination require close communication with third-party stakeholders, we proactively conduct open and frequent dialog. **A value-added Third-Party Coordination role** has been included to maintain consistent contact with pertinent stakeholders to keep the project moving forward. An expedited right of entry agreement will be sought, where possible, to advance utility relocations and construction activities.

**ROW ACQUISITION:** A comprehensive right-of-way (ROW) matrix will be developed to plan for timely acquisition of the property needed to establish appropriate project limits, minimizing potential schedule delays. Failure to acquire parcels when needed can add significant cost to the Project and impede utility relocation. We will leverage extensive experience of Property Acquisitions and Negotiations Inc. (PAN) to complete the ROW acquisition. We will collaborate with SCDOT to identify opportunities for resequencing construction activities to accommodate any ROW delays. We will additionally seek to create a design that minimizes impacts to parcel owners and other stakeholders within the Project corridor. Initial parcels included in early design efforts will be prioritized for acquisition first. Remaining parcels will

RK&K is currently serving as the lead designer for a \$200 million CM/GC economic development project involving an electric vehicle manufacturer, state transportation agency, municipal partners, railroad coordination, and other third-party stakeholders. Working with NCDOT, VinFast, and the City of Sanford, the project includes four interchanges and connecting roadways and bridges, to accommodate a new electric vehicle manufacturing plant. This experience further strengthens RK&K with valuable experience and lessons learned that are directly relevant to this project.

be prioritized in conjunction with the construction work plan. ROW tracking will be maintained using a GIS-based web application that visualizes the acquisition process.

**UTILITY RELOCATIONS:** To minimize the risk of relocations to the schedule, we will first work to eliminate utility conflicts within our design. For conflicts that cannot be eliminated, we will develop a utility matrix that incorporates durations, from the start of design to completion of the relocation, into the schedule to reduce the risk of delays.

Relocations that may affect the critical path will be prioritized, providing utility owners with guidance for resource assignments and scheduling. Additionally, **we will include a value-added field position to verify utility owners are relocating utilities in the correct place to minimize relocation rework**, providing greater schedule certainty.

Mark Attaway of SAM will serve as our Utility and Railroad Coordinator, working to decrease utility relocations and railroad operation conflicts, with a focus on minimizing environmental impacts, reducing construction costs, and preventing schedule delays.

Mark Attaway of Survey and Mapping, LLC (SAM), former SCDOT State Utility Coordinator and Railroad Coordinator, will provide utility and railroad coordination as part of our design team. His direct, in-depth knowledge and extensive experience with the SCDOT utility coordination process brings unparalleled experience to the team and will help reduce utility schedule risks.

SAM has worked with RK&K and Lane on previous D-B projects, including the SCDOT D-B Bridge Packages and NCDOT I-440 Improvements respectively. Mark has long-standing relationships with the utility owners in the area. We will leverage existing relationships with utility owners to incorporate an effective communication plan that includes regular coordination meetings during design and participation in monthly construction meetings until relocations are finished.

**RAILROAD COORDINATION:** Our Team has established strong working relationships with Norfolk Southern (NS), having coordinated on numerous projects in the Carolinas. Mark Attaway also has worked with NS while at SCDOT as the State Railroad Coordinator. We are deeply familiar with their requirements for preliminary engineering reviews, ROW entry, monitoring, flagging, grade crossings, overhead/undergrade bridges, parallel roadways, and safety. Many of Lane’s personnel are trained in USDOT FRA Railroad Workplace Safety. This knowledge allows us to efficiently acquire agreements and safely perform construction activities adjacent to active railroads.

If required, based on possible alternative design concepts, we will work to secure timely railroad agreements by arranging an early kick-off with NS to understand the levels of design and other requirements needed to acquire construction agreements. A lesson learned from Lane’s NCDOT I-440 Improvements project involved the unexpected desire of the railroads for full RFC plans prior to the agreement. This early kick-off meeting will help make certain that all expectations are shared and understood from Project onset. Upon award, we will proactively monitor the agreement process and develop strategic plans to maintain continuity of work until agreements are finalized.

**3.3.2(d) Public & Media Relations:** We anticipate that media relations will be overseen and managed by a SCDOT representative, as it is historically a dedicated function of the Department or a media engagement firm. Our Team will be available to provide SCDOT support for media campaigns such as offering project management, design, and construction team members for interviews, and working with the Department to identify site visit locations if needed. We will work with SCDOT to identify potential media opportunities early in the project.

## CASE STUDY: SCDOT I-85 Widening Cherokee County, Phase III



Lane recognized the importance of public outreach on the I-85 Widening, Phase III project for both keeping the I-85 corridor moving and minimizing impacts to the local Blacksburg community. In advance of construction, Lane worked closely with SCDOT in providing

construction updates and alerts for social media and news releases, and continued providing data throughout the project. As progress moved to more populated areas, Lane personnel visited businesses and residents who would be impacted by construction activities to provide advanced, personal notice and to help minimize impacts to their daily routines. Throughout construction, Lane maintained consistent communication with emergency responders and a local recovery business, working with them to identify accident hotspots and provide better access to these locations.

Our approach to avoiding adverse community impacts revolves around a robust communications plan. Preconstruction support can include informational workshops with visual displays for public comment to help identify any issues or concerns that can be addressed during the project's design phase. Engineering and planning staff with detailed project knowledge will attend to address any questions asked by the public. Our Team will present the design concept at public meetings, as requested. During construction, personnel will be available to participate in informational events and meetings. We will provide periodic updates for construction activities that include descriptions, locations, impacts, timelines, and durations. Messaging can be adapted for specific areas of the project, such as the Exit 26 interchange and I-77 widening, US 21 relocation, Farrow Road relocation, and future NS spur track.

**Community Partnership** – We understand the importance that stewardship to

the community plays for a highly visible project. On past projects, after site mobilization and the project office was established, we embraced the opportunity to interact with the public to answer questions about the upcoming construction. This simple engagement helps to build support for the project.

### 3.4 EXPERIENCE OF KEY INDIVIDUALS

3.4.1 **Licensure:** All individuals and firms hold the necessary licenses required to perform work on the Project under state and local laws.

3.4.2 **Key Individual Roles:** Key individuals will perform singular roles.

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

3.4.4 **Project Management Team:**



#### 3.4.4(a) Project Manager

**Thomas Charles Meador** | Years Experience: 31 years  
Excels in managing schedule-driven projects with multiple stakeholders, including more than 10 years delivering complex D-B projects.



#### 3.4.4(b) Assistant Project Manager

**Marcus Dale Curran** | Years Experience: 16 years  
Strong experience working with utilities and third parties to expedite relocations when conflicts cannot be avoided.

### 3.4.5 **Design Management Team:**



#### 3.4.5 Lead Design Engineer

**Brandon James McInnis, PE** | Years Experience: 24 years  
More than two decades of D-B experience delivering interstate improvement projects and schedule-sensitive interchange designs.

### 3.4.6 **Construction Management Team:**



#### 3.4.6 Construction Manager

**Ernest Edwin Trussell** | Years Experience: 25 years  
Experienced delivering projects ahead of schedule and working with Norfolk Southern to minimize delays.

Our Team's commitment to delivering schedule certainty and providing the best value for the fixed budget will provide a timely, high-quality, and economical product to SCDOT, project stakeholders, the traveling public, and the community. We thank you for the opportunity to offer this SOQ. We look forward to working with SCDOT to complete this vital interchange that will bring economic growth to the region.

## 3.5 PAST PERFORMANCE OF TEAM

**3.5.1 Experience of Proposer's Team:** Lead Contractor and Lead Designer projects are provided in our [Appendix B](#) - Work History Forms.

**3.5.2 Quality of Past Performance:** Responses to the quality of past performance for the past five years are provided in [Appendix C](#). Within the last five years, no individual or firm 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 bond letter confirming capacity is provided in [Appendix D](#).

**3.6.3 Organizational Agreements:** Not applicable.

## 3.7 ORGANIZATIONAL CONFLICTS OF INTEREST

Conflict of Interest forms are provided in [Appendix E](#).

## 3.8 SCDOT PREQUALIFICATION CERTIFICATION

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



# Appendix A Key Individual Resume Forms



**KEY INDIVIDUAL RESUME FORM**

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
<p>a. Name &amp; Title:  <b>Thomas Charles Meador</b>  <b>Project Director</b></p>	 
<p>b. Role of Key Individual for this Project:  <b>Project Manager</b></p>	
<p>c. Name of Firm with which you are now associated:  <b>The Lane Construction Corporation</b></p>	
<p>d. Years of Experience: With this Firm <u>11</u> Years      With Other Firms <u>20</u> Years  <b>The Lane Construction Corporation:</b></p> <ul style="list-style-type: none"> <li>• Design-Build Project Manager – Responsible for managing the design and construction of design-build projects from award to delivery, including coordinating with the Owner, overseeing the design and construction teams, and working with utilities and third-party stakeholders to mitigate schedule challenges. (2012 – present)</li> </ul> <p><b>Austin Bridge &amp; Road:</b></p> <ul style="list-style-type: none"> <li>• Sr. Project Manager – Responsible for leading management team and facilitation of all aspects of projects from start to finish, including daily operations, planning, and subcontractor management. (2009 – 2012)</li> </ul> <p><b>Johnson Bros:</b></p> <ul style="list-style-type: none"> <li>• Project Manager/Assistant Project Manager – Responsible for managing operational efforts on roadway and bridge projects in Lane’s Southeast region (2003 – 2009)</li> </ul> <p><b>Martin K. Eby Construction</b> (acquired by Lane)</p> <ul style="list-style-type: none"> <li>• Project Engineer/Chief Field Engineer – Responsible for engineering and surveying staff, including responsibilities of project schedule maintenance, budgeting, and Owner coordination. (1993 – 2003)</li> </ul>	
<p>e. Education:  <b>University of Nebraska / Omaha, NE / Bachelor of Science / 1993 / Construction Engineering</b>  <b>United States Air Force / Staff Sergeant</b></p>	
<p>f. Active Registrations:  n/a</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p>1. <b><u>NCDOT, NC 540 Triangle Expressway Southeast Extension from East of US 401 to East of I-40 DB, Wake &amp; Johnston Counties, NC</u></b></p> <p><b>Key Personnel Role:</b> Project Manager  <b>Experience with Current Firm:</b> Yes  <b>Project/Assignment Duration:</b> Project 2018–2024 (est. Substantial Completion), Assigned 2018–Present  <b>Owner Contact Information:</b> NCTA/NCDOT, Robby Hoffman, ext-rjhoffman@ncdot.gov, 910-213-7034  <b>Design/Construction Value:</b> \$406 million</p> <div style="display: flex; align-items: flex-start;">  <div> <p><b>Project Description:</b> Lane is leading a joint venture design-build team for this project to improve regional connectivity as part of the completion of the I-540 outer loop around the greater Raleigh area. Work involves the design and construction of a new six-lane, fully tolled limited access facility for approximately 8.6 miles, with 21 bridge sites, two service interchanges and new turbine system-to-system interchange at I-40/US 70. <b>The new roadway crosses over an active Norfolk Southern Railroad and NC Railroad line with dual bridges, which required early coordination with both rail entities to secure timely acquisition of a rail agreement to maintain a critical path for the project schedule and mitigate risks to railroad operations.</b> Additional scope included ITS and infrastructure to support All-Electronic Tolling, noise walls, ROW acquisition, utility coordination, significant erosion and sedimentation control, and adjacent project coordination. Tom is responsible for managing all aspects of the project from start to finish, including overall planning and scheduling, overseeing field operations, coordination with NCDOT, and design-build coordination.</p> <p><b>Team Continuity:</b> Marcus Curran, proposed Assistant Project Manager/Design-Build Coordinator for the I-77 New Exit 26 project, served as Assistant Project Manager on this project under Tom’s supervision. They have a strong, established working relationship which will allow the Project Management Team to organize the project efficiently and promptly upon award.</p> </div> </div>	

**2. NCDOT US 74/Independence Boulevard Improvements (U-209B), Mecklenburg County, NC**

**Key Personnel Role:** District Manager  
**Experience with Current Firm:** Yes  
**Project/Assignment Duration:** Project 2016-2018, Assigned 2016-2018  
**Owner Contact Information:** NCDOT, Rick Baucom, PE, [rwbaucom@ncdot.gov](mailto:rwbaucom@ncdot.gov), (704) 983-4400  
**Design/Construction Value:** \$52 million



**Project Description:** After the original contractor defaulted, Lane was selected to complete the US 74/Independence Boulevard in Charlotte, NC. The goal of the NCDOT's \$52 million improvements project was to provide relief from present (70,000 vehicles per day) and future congestion, enhance mobility, and improve traffic efficiency in the corridor. A 1.6-mile stretch of US 74 was converted to a limited access roadway from Albemarle Road (NC 24/27) to east of Wallace Lane, with interchanges constructed at Sharon Amity Road and Idlewild Road and a bridge on Conference Drive over US 74. **Due to the dense urban environment, utility coordination was critical, as multiple major utilities crossed through and were directly adjacent to the project site, including electrical, gas, fiber optic, telecommunication, and water/sewer.** Tom oversaw construction of the project and was responsible for completing the project on time and within budget.

**3. FHWA EFLHD Foothills Parkway Design-Build, Blount County, TN**

**Key Personnel Role:** Project Manager  
**Experience with Current Firm:** Yes  
**Project/Assignment Duration:** Project 2012-2017, Assigned 2012-2017  
**Owner Contact Information:** EFLHD Bradley Blevins, [Bradley.Blevins@dot.gov](mailto:Bradley.Blevins@dot.gov), (865) 286-6103  
**Design/Construction Value:** \$59.6 million



**Project Description:** This \$59.6 million design-build project included the construction of one mile of new road and five new bridges on the Foothills Parkway in the Great Smoky Mountains National Park. Featuring challenging project terrain, the construction work included clearing, erosion and sediment control measures, site stabilization and revegetation, roadway excavation and embankment, aggregate base, hot asphalt concrete pavement (HACP), retaining walls, soil nailing, drainage improvements, stone masonry, and other miscellaneous work. The project limits were within existing National Park Service (NPS) right-of-way. Tom managed all aspects of the project, including, scheduling, estimating, manhours, design review, site safety, quality control, coordination with FHWA, and design-build coordination.

**4. NCDOT I-85 Corridor Improvements Northern Segment (I-2304AD), Davidson County, NC**

**Key Personnel Role:** Project Manager  
**Experience with Current Firm:** No  
**Project/Assignment Duration:** Project 2011-2012, Assigned 2011-2012  
**Owner Contact Information:** Reference unavailable  
**Design/Construction Value:** \$66 million

**Project Description:** Tom managed Phase Two of the \$66 million reconstruction of I-85 in Davidson County. The project widened 3.8 miles of I-85 from four lanes to eight lanes from just north of the NC 150 interchange to just north of I-85 Business, reconstructed the I-85 interchange at Belmont Road, and improved secondary roads that support the interstate and access roads. Tom's responsibilities included oversight of scheduling, estimating, manhours, design review, site safety, and quality control.

- 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.  
**Tom is currently assigned as the Project Manager on the NCTA 540 Triangle Expressway Southeast Extension project in Wake County, NC and will be available in June 2024. He will be dedicated solely to managing this project for the contract duration.**

**KEY INDIVIDUAL RESUME FORM**

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a. Name & Title: <b>Marcus Dale Curran Project Manager</b>	 
b. Role of Key Individual for this Project: <b>Assistant Project Manager</b>	
c. Name of Firm with which you are now associated: <b>The Lane Construction Corporation</b>	
d. Years of Experience: With this Firm <u>16</u> Years      With Other Firms <u>0</u> Years <b>The Lane Construction Corporation:</b>	
<ul style="list-style-type: none"> <li>• Assistant Project Manager – Responsible for assisting the Project Manager in managing operational efforts on roadway and bridge projects (2022 – present)</li> <li>• Design-Build Coordinator – Responsible for facilitating collaboration and communication between Design and Construction teams on Design-Build projects (2019 – 2022)</li> <li>• Quality Control Manager – Responsible for overseeing quality control for projects in the field (2012 – 2015)</li> <li>• Project Engineer/Assistant Project Engineer – Responsible for engineering and surveying staff including responsibilities of project schedule development and monthly maintenance, budgeting, design coordination, and owner communication on roadway and bridge projects (2007 – 2012, 2015 –2019)</li> </ul>	
e. Education: <b>Clarkson University / Potsdam, NY / Bachelor of Science / 2006 / Civil Engineering</b>	
f. Active Registrations: <b>n/a</b>	
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
<b>1. <u>NCTA, NC 540 Triangle Expressway Southeast Extension from East of US 401 to East of I-40 DB (C204197), Wake &amp; Johnston Counties, NC</u></b>	
<b>Key Personnel Role:</b>	Assistant Project Manager/Design-Build Coordinator
<b>Experience with Current Firm:</b>	Yes
<b>Project/Assignment Duration:</b>	Project 2019–2024 (est. Substantial Completion), Assigned 2019–Present
<b>Owner Contact Information:</b>	NCTA/NCDOT, Robby Hoffman, <a href="mailto:ext-rjhoffman@ncdot.gov">ext-rjhoffman@ncdot.gov</a> , 910-213-7034
<b>Design/Construction Value:</b>	\$406 million
	<p><b>Project Description:</b> Lane is leading a joint venture design-build team for this project to improve regional connectivity as part of the completion of the I-540 outer loop around the greater Raleigh area. Work involves the design and construction of a new six-lane, fully tolled limited access facility for approximately 8.6 miles, with 21 bridge sites, two service interchanges and new turbine system-to-system interchange at I-40/US 70. <b>The new roadway crosses over an active Norfolk Southern Railroad and NC Railroad line with dual bridges, which required early coordination with both rail entities to secure timely acquisition of a rail agreement to maintain a critical path for the project schedule and mitigate risks to railroad operations.</b> Additional scope included ITS and infrastructure to support All-Electronic Tolling, noise walls, ROW acquisition, utility coordination, significant erosion and sedimentation control, and adjacent project coordination. Marcus is responsible for assisting with management of the project from start to finish, including overall planning and scheduling, overseeing field operations, NCDOT coordination, and design-build coordination.</p> <p><b>Team Continuity:</b> Tom Meador, proposed Project Manager for the I-77 New Exit 26 project, served as the Project Manager on this project and was Marcus’s direct supervisor. They have a strong, established working relationship which will allow the Project Management Team to organize the project efficiently and promptly upon award.</p>
<b>2. <u>NAVFAC, Oceana Naval Air Station Lighting &amp; Concrete Pavement Improvements, Virginia Beach, VA</u></b>	
<b>Key Personnel Role:</b>	Project Engineer
<b>Experience with Current Firm:</b>	Yes
<b>Project/Assignment Duration:</b>	Project 2015–2018, Assigned 2015–2018
<b>Owner Contact Information:</b>	NAVFAC, John Trueblood, <a href="mailto:john.trueblood@navy.mil">john.trueblood@navy.mil</a> , (757) 433-2661
<b>Design/Construction Value:</b>	\$92.5 million

**Project Description:** This project consisted of three phases within a secure military installation and involved concrete runway repairs/reconstruction, electrical airfield lighting modifications, a new taxiway with roller compacted concrete (RCC) shoulders, and associated pavement work. **Close utility coordination was vital to maintain airfield operations during construction, which required daily coordination with electrical utilities both for maintaining lighting and other critical airport facilities.** Unsuitable earthwork was removed and stabilized with recycled crushed concrete from a demolished runway. Airfield traffic was managed through phased construction with the number of daily flights maintained. Extensive coordination was needed between the government contract office and airfield operations manager. Marcus coordinated with the project’s designer to work through various design, RFI, and quality issues. He reviewed the subcontract agreements for conformance to internal policies and the prime contract requirements and processed executed subcontract agreements with the required supporting documentation into the contract management system.

**3. VTRANS, I-91 Bridge Replacement Design-Build, Windsor, VT**

**Key Personnel Role:** Quality Control Manager  
**Experience with Current Firm:** Yes  
**Project/Assignment Duration:** Project 2012–2015, Assigned 2012–2015  
**Owner Contact Information:** VTRANS, Daryl Bassett, Daryl.bassett@vermont.gov, (802) 279-2738  
**Design/Construction Value:** \$20 million

**Project Description:** This design-build project replaced two bridges on I-91 for the Vermont Department of Transportation. Each bridge measured 640 feet in length and 100 feet in height. The scope of work included demolition, substructure construction, support of excavation, installation of precast, pre-stressed concrete girders over 150 feet in length, superstructure installation, work over water and roadway, temporary trestle work, and other associated items. Marcus was responsible for sampling and testing of all products to be incorporated into the project. He provided support to the superintendent and project manager on quality control decisions, referring to specifications and drawings. He assisted in issuing letters to the owner, drafting RFIs and meeting minutes, and recording and distributing drawing revisions. Marcus supervised the laboratory technicians on concrete and embankment testing as part of the quality control requirements, and verified that field documentation and QC inspections were performed in compliance with the requirements of contract specifications.

**4. VTRANS Emergency Railroad Bridge Repair, Arlington, VT**

**Key Personnel Role:** Project Engineer  
**Experience with Current Firm:** Yes  
**Project/Assignment Duration:** Project 2011–2011, Assigned 2011–2011  
**Owner Contact Information:** Reference unavailable  
**Design/Construction Value:** \$900,000



**Project Description:** Subsequent to the devastation from Hurricane Irene in August 2011, Lane performed site work on a damaged rail bridge. One abutment of the two-span rail bridge settled three feet into the Batten Kill River. Time was of the essence when Lane began site work, with only 14 days available for completion. Crews worked on this project around the clock to complete the emergency repairs so that train traffic could resume. Site work included removal and replacement of the damaged abutment. Lane erected a temporary support for the bridge, constructed cofferdam, and formed/constructed a new rail bridge abutment with high early strength concrete so that it would cure in seven days rather than the typical 28 days. The new abutment was stabilized and backfilled, the superstructure was reset on the new abutment, preventative floodwater control work was performed, as well as site restoration.

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.

**Marcus is currently assigned to the NCTA 540 Triangle Expressway Southeast Extension project in Wake County, NC, and will be available in June 2024. Marcus will be available on-site during construction and at the request of SCDOT.**

## KEY INDIVIDUAL RESUME FORM

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
<p>a. Name &amp; Title: <b>Brandon McInnis, PE, Executive Director, Transportation</b></p>	 
<p>b. Role of Key Individual for this Project: <b>Lead Design Engineer</b></p>	
<p>c. Name of Firm with which you are now associated: <b>Rummel, Klepper &amp; Kahl, LLP</b></p>	
<p>d. Years of Experience: With this Firm <u>22</u> Years With Other Firms <u>2</u>  <b>RK&amp;K:</b> Executive Director, Transportation – Responsible for design-build, roadway design, rail design, public involvement, hydraulic design, traffic control plans, traffic signal design, and traffic studies, 2001 - Present  <b>Wang Engineering:</b> Roadway Engineer – Responsible for roadway design (preliminary and final design), quantity calculations, sight distance calculations, and preliminary hydraulic technical reports, 2000 – 2001  <b>NCDOT:</b> Traffic Safety Project Engineer – Responsible for completing crash reports, developing crash diagrams, and transmitting data to NCDOT personnel when a trend or high crash severity rate was identified, 1999-2000</p>	
<p>e. Education: North Carolina State University / Raleigh, NC / Bachelor of Science / 1999 / Civil Engineering</p>	
<p>f. Active Registrations: 2017/SC/Civil/34342; 2003/NC/Civil/029470; 2017/FL/Civil/83017; 2020/TN/Civil/123540; 2020/GA/Civil/045419</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><b>1. NCDOT – I-40 Widening &amp; Improvements Design-Build, Wake &amp; Johnston Counties, NC</b></p> <p><b>Key Personnel Role:</b> Design Project Manager  <b>Experience with Current Firm:</b> Yes, RK&amp;K  <b>Project/Assignment Duration:</b> Project: 2018-Present, Assigned 2018-Present  <b>Owner Contact Information:</b> NCDOT, Malcolm Watson, PE, <a href="mailto:mcwatson@ncdot.gov">mcwatson@ncdot.gov</a>, 919.707.6614  <b>Design/Construction Value:</b> \$408 Million</p> <div style="display: flex; align-items: flex-start;">  <p><i>See Work History</i></p> </div> <p><b>Project Description:</b> RK&amp;K is Lead Designer for this I-40 widening project, one of the most heavily traveled highways in the Raleigh area. This project widens 12.8 miles of I-40, modifies several interchanges (including 2 DDIs), and replaces bridges along I-40, while maintaining traffic on an accelerated project schedule. Utilizing early work packages, the widening consists of ten-lane, eight-lane, and six-lane sections, designed to meet 70 and 75 mph interstate standards.</p> <p>Brandon is completing his role as <b>Design Project Manager</b>, where he has been responsible for all aspects of design. His responsibility includes but not limited to contractor coordination, owner coordination, third party coordination, scheduling, right of way tracking, submittal tracking, issue resolution, resource management, and construction coordination. In addition to coordination with the contractor, he provides the leadership, management, and oversight of a large group of multi-discipline engineers and technical staff.</p> <ul style="list-style-type: none"> <li>• Six (6) interchanges (partial cloverleaf, freeway to freeway, diamond, and diverging diamond)</li> <li>• Railroad coordination for an underpass of the NS Railroad</li> <li>• Interstate bridges for interchanges and for water crossings including adjacent environmentally sensitive areas.</li> <li>• Developed two unique median access points (temp. ramp from existing bridge and conveyor system to the median) which had to be coordinated for the contractor to use for construction and the complex traffic control to work.</li> </ul> <p><b>2. NCDOT – Monroe Connector/Bypass Design-Build, Mecklenburg &amp; Union Counties, NC</b></p> <p><b>Key Personnel Role:</b> Deputy Design Project Manager  <b>Experience with Current Firm:</b> Yes, RK&amp;K  <b>Project/Assignment Duration:</b> Project: 2010-2019, Assigned: 2010-2019  <b>Owner Contact Information:</b> NCDOT, Malcolm Watson, PE, <a href="mailto:mcwatson@ncdot.gov">mcwatson@ncdot.gov</a>, 919.707.6614  <b>Design/Construction Value:</b> \$364 Million</p> <div style="display: flex; align-items: flex-start;">  </div> <p><b>Project Description:</b> RK&amp;K served as Lead Designer for this 19.7-mile new alignment toll road from US 74 in Mecklenburg County to US 74 in Union County. Designed to meet interstate standards, the project included eight interchanges, 37 bridges (26 sites with 11 duals), one CSX railroad grade separation, 45 culverts, three sound barriers, electronic tolling, extensive right-of-way acquisition, permitting, traffic control, signing, signals, stormwater design, and utility relocation.</p> <p>Brandon served at <b>Deputy Design Project Manager</b> and assisted in coordinating all six design sections. He was also the Section 1 Lead Roadway Engineer, a complex section that included a directional interchange, raised section with slip ramps, Texas U-turns, and several intersections.</p> <ul style="list-style-type: none"> <li>• Eight (8) interchanges including a directional interchange in Section 1</li> <li>• Innovative designs to reduce cost and time, including minimizing right of way impacts and relocations in Section 1</li> <li>• Coordinated with the CSX Railroad for all agreements to construction the Rail Grade Separation</li> <li>• Coordinated all utility relocations and prepared design for multiple municipalities</li> </ul>	

### **3. NCDOT – Future I-73/PTI Design-Build, Guilford County, NC**

**Key Personnel Role:** Design Project Manager  
**Experience with Current Firm:** Yes, RK&K  
**Project/Assignment Duration:** Project: 2014-2017, Assigned 2014-2017  
**Owner Contact Information:** NCDOT, Patty Eason, PE, [ppeason@ncdot.gov](mailto:ppeason@ncdot.gov), (336) 487-0000  
**Design/Construction Value:** \$176.5 Million



**Project Description:** RK&K served as the Lead Designer for this 9.4-mile, four-lane interstate that extended from Bryan Boulevard to south of US 220. On an accelerated schedule, the project included four interchanges and 15 bridges, including a complex taxiway bridge at Piedmont Triad International (PTI) Airport that crossed future I-73 that spurred development by providing access to 400 acres of developable land.

Brandon served as **Design Project Manager**, where he was responsible for all aspects of design. In addition to coordination with the contractor, he provided the leadership, management, and oversight of a large group of multi-discipline engineers and technical staff. He served as the primary point of contact for design-related activities and personally attended routine project meetings.

- Four (4) interchanges including a directional interchange
- Bridge design for complicated taxiway bridge used by planes to access property on the other side of I-73
- Accelerated the schedule by providing an early grading package in a non-jurisdictional area

### **4. SCDOT Closed or Load Restricted Bridges Design-Build Package 2020-1, Contract # 8850470, District 2, Abbeville, Greenwood, Laurens, McCormick, Newberry, and Saluda Counties, SC**

**Key Personnel Role:** Design Project Manager  
**Experience with Current Firm:** Yes, RK&K  
**Project/Assignment Duration:** Project: 2020-2023, Assigned: 2020-2023  
**Owner Contact Information:** SCDOT, Brad Reynolds, [reynoldbs@scdot.org](mailto:reynoldbs@scdot.org), (803) 737-1440  
**Design/Construction Value:** \$18 Million



**Project Description:** As Lead Designer, RK&K designed 16 individual D-B bridge replacements ranging from 60 ft to 160 ft. The bridges were developed under SCDOT's Supplemental Design Criteria for Low Volume Bridge Replacements. Working on an accelerated schedule, which averaged designing nearly one bridge per month, this contract involved the full spectrum of RK&K's in-house design services, including structures, roadway, hydraulics, FEMA /Stream modeling/ BSR preparation, erosion control, permitting, traffic control, right-of-way, survey, geotechnical investigation, utility design, and utility relocation coordination. Brandon served as **Design Project Manager** and was responsible for all aspects of design, including:

- 16 bridge designs with packaged bridges in groups of four to minimize submittals and increase efficiency

### **5. NCDOT – Macy Grove Road Design-Build, Forsyth County, NC**

**Key Personnel Role:** Design Project Manager  
**Experience with Current Firm:** Yes, RK&K  
**Project/Assignment Duration:** Project: 2012-2015, Assigned: 2012-2015  
**Owner Contact Information:** NCDOT, Byron Kyle, [btKyle@ncdot.gov](mailto:btKyle@ncdot.gov), 919.707.6621  
**Design/Construction Value:** \$39 Million



**Project Description:** RK&K served as Lead Designer for the widening and improvements of 0.94 miles of Macy Grove Road to a multi-lane roadway, from south of I-40 Bus./US-421 to north of East Mountain St. On an accelerated schedule, an I-40 Bus. interchange was added at Macy Grove Road, requiring widening I-40 to accommodate auxiliary lanes and acceleration/deceleration lanes along I-40 Bus. for 1.6 miles. The schedule was accelerated by revising the design to build the mainline alignment on new location and bifurcate I-40 bus. retaining the existing WB lanes which simplified maintenance of traffic on I-40 bus.

- A roundabout was also added on East Mountain Street. Three bridges included:
- Macy Grove Road over I-40 Business: design of a 156-foot long, one-span, tangent bridge with a superstructure consisting of parallel 65-foot steel plate girders
- Macy Grove Road over Norfolk Southern Railroad: Including railroad coordination, design of a 117-foot, one-span, tangent bridge consisting of parallel 54-inch Type IV AASHTO pre-stressed concrete girders; and
- Macy Grove Road over East Mountain Street: Design of a 111-foot, one-span, tangent bridge consisting of parallel 54-inch Type IV AASHTO pre-stressed concrete girders

Brandon served as **Design Project Manager** and was responsible for all aspects of design, coordination with the contractor, and leadership and oversight for a group of multi-discipline engineers and technical staff. He served as the primary point of contact for design-related activities and personally attended routine project meetings.

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.

Brandon will not be required to be on-site full-time but will attend all routine project meetings in person and will be primarily dedicated to design of the project.

**KEY INDIVIDUAL RESUME FORM**

<b>Brief Resume of Key Individual anticipated for the Project.</b>	
a. Name & Title: <b>Ernest Edwin Trussell Project Manager</b>	 
b. Role of Key Individual for this Project: <b>Construction Manager</b>	
c. Name of Firm with which you are now associated: <b>The Lane Construction Corporation</b>	
d. Years of Experience: With this Firm <u>23</u> Years      With Other Firms <u>0</u> Years <b>The Lane Construction Corporation:</b>	
<ul style="list-style-type: none"> <li>• Project Manager – Responsible for leading management team and facilitation of all aspects of projects from start to finish, including daily operations, planning, and subcontractor management. (2022 – present)</li> <li>• Senior Project Engineer – Responsible for leading project engineering and surveying staff on roadway and bridge projects. (2019 – 2021)</li> <li>• Area Project Engineer – Responsible for providing oversight and assistance to various projects in the Texas region (2016 – 2018)</li> <li>• Project Engineer/Assistant Project Engineer/Field Engineer – Responsible for engineering and surveying staff including responsibilities of project schedule development and monthly maintenance, budgeting, design coordination, and owner communication on roadway and bridge projects (2000 – 2015)</li> </ul>	
e. Education: <b>Clemson University / Clemson, SC / Master of Science / 2000 / Civil Engineering Clemson University / Clemson, SC / Bachelor of Science / 1998 / Civil Engineering</b>	
f. Active Registrations: <b>n/a</b>	
g. Document the extent and depth of your experience and qualifications relevant to the Project.	
<p><b>1. <u>SCDOT, I-85 Widening Phase III DB, Cherokee County, SC</u></b></p> <p><b>Key Personnel Role:</b> Senior Project Engineer  <b>Experience with Current Firm:</b> Yes  <b>Project/Assignment Duration:</b> Project 2018–2023, Assigned 2018–2021  <b>Owner Contact Information:</b> SCDOT, Shane Parris, PE, parrissl@scdot.org, (864) 490-0466  <b>Design/Construction Value:</b> \$181 million</p> <div style="display: flex; align-items: flex-start;">  <p><b>Project Description:</b> 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 South Carolina-North Carolina state line, as well as improvements to existing interchanges and frontage roads. Five bridges require full replacement, including two staged construction bridges and <b>demolition and reconstruction of an existing Norfolk Southern Railroad bridge</b> over I-85 to provide greater horizontal clearances and meet current design requirements. Interchanges were improved at four locations: S-11-83, SC 5/198, S-11-99, and US 29. This project was part of an \$800 million SCDOT program for the I-85 corridor. The purpose of this phase was to resurface or reconstruct pavement, increase capacity, and upgrade interchanges and overpass bridges to meet state and federal design requirements. Ernest oversaw engineering and surveying staff and was responsible for assisting with project schedule development and monthly maintenance, budgeting, design coordination, and owner communication.</p> </div> <p><b>2. <u>NCDOT, I-440 Beltline Widening, Wake County, NC</u></b></p> <p><b>Key Personnel Role:</b> Project Manager/Senior Project Engineer  <b>Experience with Current Firm:</b> Yes  <b>Project/Assignment Duration:</b> Project 2018–2024, Assigned 2021–present  <b>Owner Contact Information:</b> NCDOT, Mark Craig, PE, Mwraig1@ncdot.gov, (919) 835-8211  <b>Design/Construction Value:</b> \$346 million</p>	



**Project Description:** Improvements to I-440, referred to locally as the Raleigh Beltline, will widen 6.5 miles of the roadway from four lanes to six lanes, from south of SR 1313 (Walnut Street) in Cary, NC, to north of SR 1728 (Wade Avenue) in Raleigh, NC. The widening of I-440 involves lowering the grade of Blue Ridge Road and constructing new bridges to provide railroad grade separations for Norfolk Southern Railway/North Carolina Railroad/CSX Transportation, Hillsborough Street (NC 54) at Blue Ridge Road, and Beryl Road to reduce congestion and train-related conflicts with vehicles and pedestrians. A new connector road will link Blue Ridge and Hillsborough. The scope of work also includes reconstruction and improvements to interchanges, bridges, and pavement in a heavily traveled urban area, requiring complex maintenance of traffic. Ernest oversees engineering and surveying staff and is responsible for assisting with project schedule development and maintenance, budgeting, design coordination, and owner communication.

**3. TxDOT, IH-35 Widening & Brazos River Bridges, McLennan County, TX**

**Key Personnel Role:** Assistant Project Engineer/Project Engineer  
**Experience with Current Firm:** Yes  
**Project/Assignment Duration:** Project 2012–2016, Assigned 2012–2016  
**Owner Contact Information:** TxDOT, Stanley Swiatek, PE, Stan.Swiatek@txdot.gov, (254) 867-2700  
**Design/Construction Value:** \$214 million (as part of the IH-35 Improvement Project)



**Project Description:** Lane was the prime contractor for the \$214 million reconstruction of Interstate 35 in the Waco region. The 10-mile-long project featured 433,000 CY of concrete, 300,000 TN of asphalt paving, 2 million CY of excavation, and 26 bridges, including two signature bridges over the Brazos River and a direct connector bridge connecting FM 2013 directly to the northbound lane of I-35. In addition to the mainline roadway, the project included the award-winning Brazos River bridges as part of the project. Careful MOT planning and execution was required to construct the bridges alongside an active urban interstate, above a navigable waterway, and adjacent to a newly constructed 55,000-seat football stadium at Baylor University. Due to the Lane’s focus on getting ahead of the schedule, **the Brazos River Bridge portion of the project was completed four months early**, prior to Baylor’s football season to allow for a grand opening celebration for their new stadium. Project elements include new two-lane asphalt and concrete frontage roads, concrete reconstruction of six main lanes (three in each direction), high volumes of excavation and embankment, miles of box culverts and reinforced concrete pipe, soil nail wall installation, and temporary and permanent retaining walls. Ernest began the project as an Assistant Project Engineer and worked his way up to Project Engineer, providing project-level engineering leadership at multiple levels during the project.

**4. GDOT, Augusta I-20 Widening & Reconstruction, Augusta, GA**

**Key Personnel Role:** Project Engineer  
**Experience with Current Firm:** Yes  
**Project/Assignment Duration:** Project 2007-2012, Assigned 2007-2012  
**Owner Contact Information:** Reference unavailable  
**Design/Construction Value:** \$214 million (as part of the IH-35 Improvement Project)



**Project Description:** Lane was the prime contractor for this \$54 million design-build project to widened three miles of I-20 from four to six lanes and reconstructed two bridges. Bridge improvements included reconstruction of the Washington Road overpass and reconfiguration of the Riverwatch Parkway overpass. The Riverwatch phase required jacking the existing bridges to match the newly-constructed continuous structure. To prevent project delays, Lane temporarily shifted traffic to allow work to continue on the Riverwatch bent. Crews reset temporary concrete barriers and built four temporary ramps and two mainline crossovers, safely moving traffic to the newly constructed roadway and asphalt shoulder. Ernest served as the Project Engineer for this project, providing project-level engineering services.

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. Ernest is currently assigned to the I-440 Beltline Widening project in Wake County, NC, and will be available at NTP 1 for this Project. He will be dedicated solely to managing the construction of this project for the duration of construction and will be on-site during construction activities.



# Appendix B

## Work History and Quality Forms

(Section 3.5.1)



**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 the Lead Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor (in thousands)
Name: <b>I-85 Widening Phase III D-B</b> Location: Cherokee County, SC	Name: The Lane Construction Corporation	Name of Owner: SCDOT Project Manager: Shane Parris, PE Phone: 864-490-0466 Email: parrissl@scdot.org	12/2023	\$199,372	\$199,372

g. Narrative describing the work performed by Lead Contractor.

**Offices Involved:** Charlotte, NC | **Team Member Involvement:** The Lane Construction Corporation



**Ernest Trussell**



This \$199 million design-build project included 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 were improved at four locations: S-11-83, SC 5/198, S-11-99, and US 29. This project was part of an \$800 million program that SCDOT has planned 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**. Specifically, the solution to move construction on Exit 106 750 feet to the south **bypassed the need for utility relocation and right-of-way acquisition**, which would have resulted in a significant challenge to meeting the project schedule.

**Key Project Relevancies:**

- Design-Build Delivery
- Interstate/Complex MOT
- Railroad (NSR) Coordination
- Utility Conflicts
- ROW Acquisition
- Public & Media Relations Support
- Bridge/Structure Construction
- Environmental Permitting
- Coordination with Adjacent Projects
- Hazardous Materials

h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor’s performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

The Lane team functions on a premise of early recognition to identify issues and potential delays before they can affect construction progression. One such potential issue on this project involved utility relocations. Following initial coordination with the utility stakeholders on this project, the forecasted schedule showed potential disruption. To adapt to this situation, Lane proactively revisited the work sequence and rearranged activities to allow construction to steadily continue as negotiation and coordination with the utility companies continued to resolution. 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, right-of-way acquisition was strategically organized during pursuit, along with construction staging, to allow for maximum construction availability in the initial phases of work. During construction, the COVID pandemic resulted in a national shortage of pre-fabricated drainage boxes and the permanent closure of a major vendor providing these drainage structures that were a critical path item. In order to maintain the schedule, **Lane worked with SCDOT to develop a custom, site-built box, which could be quickly constructed to specification while mitigating supply risks to the schedule and reducing costs associated with market driven surcharges for highly in-demand materials.** The use of concrete girders reduced the overall long-term maintenance.

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

In the heavily traveled I-85 corridor, this project offers challenges from a traffic control standpoint. Lane devised an innovative solution to maintain traffic flow during the day by avoiding shifts through the use of nightly lane closures, thereby minimizing impacts to the traveling public. Our management team devised a solution to move construction on Exit 106 750 feet to the south to bypass the need for utility relocation (see blue line in image to the right) and right-of-way acquisition, allowing for significant cost and schedule savings. Lane conducted meetings bi-weekly with the design team to stay ahead of project issues, resolve unforeseen items, coordinate utilities, and work through items brought to our attention by SCDOT and the CEI team. In addition, regular owners meetings with SCDOT are held to discuss progress, schedules, and unresolved items. This proactive approach produced good results in mitigating and resolving issues due to Lane’s effective project management leadership.



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

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: <b>I-85 Widening D-B</b> Location: Cabarrus & Rowan Counties, NC	Contractor: The Lane Construction Corporation	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.

**Offices Involved:** Charlotte, NC | **Team Member Involvement:** The Lane Construction Corporation



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. 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.** 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.

**Key Project Relevancies:**

- Design-Build Delivery
- Interstate/Complex MOT
- Railroad (NSR) Coordination
- Utility Conflicts
- ROW Acquisition
- Public & Media Relations Support
- Bridge/Structure Construction
- Environmental Permitting
- Coordination with Adjacent Projects
- Hazardous Materials

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, NCR, 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 design calculations, 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 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**  
**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: <b>SR 528 / Innovation Way Interchange D-B</b> Location: Orange County, FL	Contractor: The Lane Construction Corporation	Client: Central Florida Expressway Authority (CFX) Project Manager: Ben Dreiling Phone: 407-690-5313 Email: ben.dreiling@cfxway.com	3/2018	\$62,500	\$62,500

g. Narrative describing the work performed by Lane.

**Offices Involved:** Orlando, FL | **Team Member Involvement:** The Lane Construction Corporation



Lane constructed a new interchange between SR 528 (Beachline) Expressway and Innovation Way to improve regional connectivity in southeast Orange County, and to accommodate the 17-mile Innovation Way corridor development plan, which will ultimately link the University of Central Florida, Lake Nona’s Medical City, and the Orlando International Airport. The **interchange will directly lead into a newly planned development in Orange and Osceola counties, set to create significant business and job opportunities for the local area.** The \$63 million project included the design and construction of five bridges, two toll plazas, and new lanes on SR 528; and accommodates the future rail corridor for All Aboard Florida. The Lane team proposed an innovative bridge design that used all concrete superstructures, **saving the Central Florida Expressway Authority (CFX) more than \$2 million in project costs while improving aesthetics and lowering long-term maintenance costs.** During construction, the project was impacted by Hurricanes Matthew, Nichole and Irma. The beams had been erected and were awaiting the deck to be poured when Hurricane Matthew was determined to soon impact Florida. With the need for hurricane evacuation routes, the project site had to be secured within a 24-hour timeframe including bracing for the beams, which required immediate upgrade to withstand higher wind forces.

**Key Project Relevancies:**

- Design-Build Delivery
- New Interstate Interchange
- Railroad Coordination
- Interstate/Complex MOT
- Staged Construction
- Environmental Permitting
- Right-of-Way Acquisition
- Construction over Active Traffic
- Utility Conflicts
- Hazardous Materials
- Coordination with Adjacent Projects

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.

**A significant project challenge was coordinating with several major project stakeholders. CFX was the contracting entity, but due to funding arrangements and differing specifications due to location on the project, Suburban Land Reserve (developer) and Orange County (maintenance agency) played significant roles on the project.** Lane organized regular team meetings with the project stakeholders during the design phase, which helped to keep the project on track and deliver a design solution that met the specific needs of the project. These meetings included over-the-shoulder plan reviews and comment resolution. The meetings occurred while planning efforts for the construction work and phasing were taking place, which allowed collaboration and issue resolution at the lowest possible levels, and promoted a fast-paced project schedule. The planning phase helped to keep the project schedule on track because it encouraged planning and preparation to help minimize lost time when challenges arose during construction. During Florida’s hurricane season, all project stakeholders had to work together to ensure project site and hurricane evacuation route safety. With the team collaborating from the beginning, the communications between stakeholders were already in place allowing for unified efforts to prepare for the storm events. This project won Lane’s award for the 2017 Safest Project of the Year. **In a 20-month period, the team worked over 242,000 hours with zero OSHA recordable accidents.** Our success began with careful planning of all project activities, including a detailed look at the work items to be completed and development of a step-by-step plan to complete the work. Part of this was listing the safety requirements, potential hazards, how to address these hazards, and protective equipment that would be needed. This information was conveyed during daily pre-shift meetings.

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 project was completed on-time despite enduring Hurricanes Matthew, Nicole, and Irma; due to the team’s planning and preparedness, there was minimal damage to the project. During construction, one of the massive, 500 CY pier caps had exceeded the allowable temperature for mass concrete. The project team worked tirelessly to review data and develop a solution, which led to the complete removal and replacement of the pier cap. This had the potential to impact the milestone to open Ramp C, and affect the overall project completion. Lane established an internal date to remove the pier cap and replace it if a solution to save the original cap was not approved. This directly reflects Lane's stance on not sacrificing quality for production. Other elements of the project were accelerated using additional shifts and around the clock operations, to meet the critical deadlines. **Keeping the project on schedule was critical because of a Ribbon Cutting Ceremony that had been planned and scheduled by top local officials.** Lane selected **concrete bridge superstructure for the bridges over Brightline railroad corridor to reduce long-term maintenance over high-speed rail facilities** with approximately 32 commuter trains each day.

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.

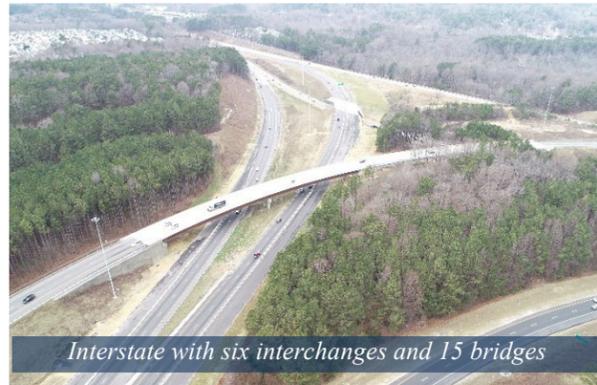
N/A

**WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER**  
**Lead Designer – Rummel, Klepper & Kahl, LLP (RK&K)**

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 RK&K’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 RK&K (in thousands)
Name: I-40 Widening Delivery Method: DB Location: Wake and Johnston Counties, NC	Name: Contractor - S.T. Wooten Corporation Lead Designer – RK&K	Name of Owner: NCDOT Project Manager: Malcolm Watson, PE Phone: 919.707.6614 Email: <a href="mailto:mcwatson@ncdot.gov">mcwatson@ncdot.gov</a>	Design Completed: Complete, Answering RFIs Anticipated Completion: 06/2025 Construction: Ongoing Anticipated Completion: 06/2025	\$408,000	\$22,514

g. Narrative describing the work performed by RK&K. Include the office location(s) where the design work was performed and whether RK&K was the lead designer or a sub-consultant.

**Offices Involved:** Raleigh, NC; Columbia, SC; Charlotte, NC; Richmond, VA; Baltimore, MD | **Team Member Involvement:** RK&K, Brandon McInnis, PE, Design Project Manager



*Interstate with six interchanges and 15 bridges*

RK&K is serving as the Lead Designer for the widening and improvements of I-40 from the I-40 / I-440 / US 64 interchange in Wake County to just north of SR 1525 (Cornwallis Road) in Johnston County. As one of the most heavily traveled and congested transportation facilities in the Raleigh, North Carolina area, this project provides a higher level of service on I-40 and relieves present and future congestion. The 12.8-mile long project consists of ten-lane, eight-lane, and six-lane sections and is designed to meet 70 and 75 mph for freeway interstate standards. In addition to widening, this much-needed project includes **6 interchanges (partial cloverleaf, system to system, diamond, and diverging diamond), 15 bridges**, replacement and extensions of numerous box culverts, and sound barrier and retaining walls. The flyover ramp bridge at the I-40/I-440 interchange is a **complex bridge design** - horizontally curved steel girders (radial bents) with span lengths exceeding 200 feet in length. RK&K also completed a detailed **Interchange Alternatives Assessment** for possible modifications at the I-40/Jones Sausage Road interchange.

**Key Project Relevancies:**

- Design-Build Delivery
- Freeway/Interstate/Complex MOT
- Interstate Interchanges
- Interchange Alternatives Assessment/Complex Bridge Design
- Diverging Diamond Interchange
- Staged Construction
- Demolition
- Environmental Permitting
- Right of Way Acquisition
- Construction over Active Traffic
- Utility Conflicts

To ensure the initial design is effective, all design submittals (including from subconsultants) went through an Interdisciplinary Review process where all disciplines review the submittal and give comments. At the same time, plans were sent to the contractor for a constructability review. This process minimized the likelihood of conflicts between different design disciplines and gives the contractor a chance to assess constructability, thus avoiding time-consuming resubmittals of the plans and costly constructability issues in the field. The Team utilized early work packages to assist the contractor by working early in the median before the environmental permit was obtained. This helped improved the schedule for the project.

h. Self-Assessment. The information provided in this section should be a self-assessment of RK&K’s performance on the project to identify RK&K with firms or personnel that have successfully completed projects on time and on or under budget, and to identify RK&K that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

With an innovative design concept and aggressive construction schedule, RK&K and the design-build team received the highest technical score of 95 during the design-build selection process. One of the most unique innovations includes the utilization of an overhead conveyor system to deliver Asphalt, Type I Stone, and ABC to the median from the contractor’s local Asphalt Plant site on Cleveland Road. The use of this system greatly minimizes traffic impacts by eliminating approximately 7,600 truckloads of materials from entering / exiting the roadway median. The design-build team also utilizes the NCDOT-owned Smart Workzone System to monitor traffic flow and provide advanced notice to motorists to utilize alternate routes when there are delays. The team is modifying the existing system specifically for this project. The CPM schedule is a valuable tool and is used to identify the critical path for the project. This allows the design team to allocate resources to the critical tasks to ensure they are completed on time. This tool has been especially important as the final design and right-of-way acquisition ramped down for this project as COVID-19 occurred and impacted the project. This includes the design team working remotely and unable to meet in person. Right-of-way has been impacted due to revised court procedures that hinder meeting with owners face to face, etc. The Team has been able to identify problem areas using the CPM to track parcels, and adjust design and construction work areas to accommodate where the right-of-way is obtained.

i. Quality Initiatives. Discuss RK&K’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.

Quality improvements from interdisciplinary reviews: 1) During the review process at the bridges, the contractor noted areas where construction may be difficult. A separate meeting was held to discuss these areas and specific design changes were made to ensure constructability. 2) The Team also worked closely with NCDOT and the Agencies to determine if large retaining walls adjacent to streams/wetlands were needed because of the possibility of scour and maintenance issues. After coordination the walls were removed with the Agencies blessing which reduces possible maintenance issues in the future. 3) For all submittals, existing and proposed utilities, as well as storm drainage are checked for conflicts. It is important to check that there are not conflicts for any type of foundations (sign, bridge, lighting, etc.).

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

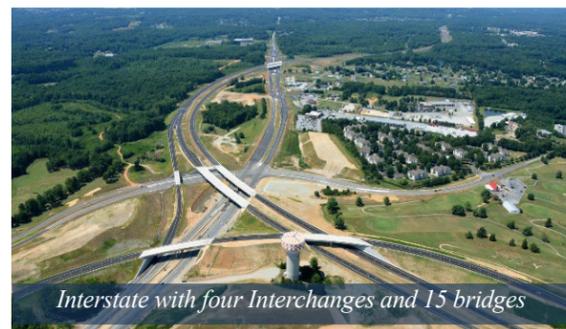
N/A

**WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER**  
**Lead Designer – Rummel, Klepper & Kahl, LLP (RK&K)**

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 RK&K’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 RK&K (in thousands)
Name: I-73 PTI Delivery Method: DB Location: Guilford County, NC	Name: Contractor - Constructors, Inc./Blythe Development Company – JV Lead Designer – RK&K	Name of Owner: NCDOT Project Manager: Malcolm Watson, PE Phone: 919.707.6614 Email: <a href="mailto:mcwatson@ncdot.gov">mcwatson@ncdot.gov</a>	Design Completed: 2015 Construction: 2018	\$181,000	\$7,676

g. Narrative describing the work performed by RK&K. Include the office location(s) where the design work was performed and whether RK&K was the lead designer or a sub-consultant.

**Offices Involved:** Raleigh, NC; York, PA | **Team Member Involvement:** RK&K, Brandon McInnis, PE, Design Project Manager



*Interstate with four Interchanges and 15 bridges*

Providing all major design disciplines, RK&K served as the Lead Designer for this design-build project that delivers a connector between NC 68 and US 220 north of Greensboro, provides better access to the PTI Airport, and improves traffic mobility and reduces traffic congestion in the area. The project consisted of designing and constructing a 9.4-mile portion of I-73 from the Bryan Boulevard (SR 2085)/Airport Parkway interchange near the PTI Airport west to existing NC 68, and then northeast to US 220 near the Haw River.

With a 70-mph design speed, the proposed improvements consisted of constructing a four-lane divided freeway with a median width of 46 to 70 feet.

**I-73 from Bryan Boulevard/Airport Parkway Interchange West to Existing NC 68:** This 1.6-mile portion of the project consisted of a four-lane divided, new location freeway with a 70-foot median width. An interchange was provided at NC 68. In addition, Pleasant Ridge Road was realigned where it crosses NC 68. **Four major bridges include:** I-73 dual bridges over NC 68 and Pleasant Ridge Road; Ramp bridges over I-73, and over NC 68 and Ramp; Ramp bridge over Pleasant Ridge Road; and a single Taxiway Bridge over I-73.

**I-73 from Existing NC 68 Northeast to US 220:** This 7.8-mile portion of the project consisted of a four-lane divided, new location freeway with a 46-foot median connecting NC 68 to US 220 north of Greensboro. The project began at existing NC 68 and extended northeast to near US 220 where it tied to an adjacent project. **Bridges and Structures.** Seven bridges were designed and constructed, including I-73 dual bridges over NC 68; Alcorn Road bridge over I-73; Bunch Road bridge over I-73; I-73 dual bridges over Reedy Fork Creek; Brook Bank Road bridge over I-73; NC 150 bridge over I-73; and Debose Road bridge over I-73. **Interchanges:** Interchanges were provided at the following locations: **NC 68:** A half-clover interchange with ramps and loops located east of existing NC 68, and approx. 2.1 miles of improvements/widening along NC 68. **NC 150:** A full-diamond interchange with NC 150 being relocated to just east of the existing road to help maintain traffic during construction and to improve the NC 150 horizontal alignment. Approximately 0.6 mile of NC 150 will be reconstructed as a two-lane roadway and improved with double left-turn lanes being provided through the interchange. **Grade Separations:** Grade separations were provided at the following locations: **Alcorn Road:** Reconstruct 0.5 mile of two-lane Alcorn Road to help maintain traffic during construction and improve alignment; **Bunch Road:** Reconstruct approximately 0.5 mile of two-lane Bunch Road just north of the existing road to help maintain traffic during construction and improve alignment; **Brookbank Road:** Reconstruct approximately 0.7 mile of two-lane Brookbank Road north of the existing road to help maintain traffic during construction and improve alignment; and **Debose Road:** Reconstruct approximately 0.3 mile of two-lane Debose Road along existing alignment using on-site detour to maintain traffic during construction. **Wetland Mitigation:** The project included wetland mitigation sites that offset a portion of the project’s environmental impacts.

**Key Project Relevancies:**

- Design-Build Delivery
- Freeway/Interstate/Complex MOT
- Interstate Interchanges
- Complex Bridge Design
- Environmental Permitting
- Right of Way Acquisition
- Construction over Active Traffic
- Utility Conflicts

h. Self-Assessment. The information provided in this section should be a self-assessment of RK&K’s performance on the project to identify RK&K with firms or personnel that have successfully completed projects on time and on or under budget, and to identify RK&K that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

As Lead Designer, RK&K’s innovative design concepts were major factors in the Team receiving the highest technical score of 95.5 during the technical proposal selection process.

i. Quality Initiatives. Discuss RK&K’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 reduce overall construction cost, deliver the project more quickly, and reduce impacts, the **Team completed the taxiway bridge four months earlier than required**; shifted the horizontal alignment of the future I-73 reduced the required excavation depth by 8-10 feet and shortening the taxiway bridge by 20 feet; and implemented two additional wetland mitigation sites. In addition, **the Team accelerated the schedule** by eliminating construction of a temporary connector road, shortening the taxiway bridge and eliminating a retaining wall. An early grading package was used in the upland area near the taxiway bridge to begin immediately on a 50 deep cut before the environmental permit was obtained. This large amount of material was moved to be used on other areas of the project and was part of the schedule critical path.

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

N/A

**WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER**  
**Lead Designer – Rummel, Klepper & Kahl, LLP (RK&K)**

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 RK&K’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 RK&K (in thousands)
Name: I-66 Outside the Beltway Delivery Method: DB Location: Fairfax Co., VA	Name: Contractor - FAM Construction, LLC Lead Designer – RK&K	Name of Owner: VDOT/FAM Project Manager: Richard Clifton Phone: 804-240-9042 Email: <a href="mailto:rcrifton@fam66.us">rcrifton@fam66.us</a>	Design Completed: 09/2023 Construction: 10/2023	\$2,200,000	\$9,800

g. Narrative describing the work performed by RK&K. Include the office location(s) where the design work was performed and whether RK&K was the lead designer or a sub-consultant.

**Offices Involved:** Fairfax, VA | **Team Member Involvement:** RK&K



RK&K provided final design services for three interchanges along I-66: Route 123, Nutley Street, and I-495. At Route 123, RK&K designed a diamond interchange with express lane T-ramps at the bridge, including adjacent intersections within one-mile of the interstate. At the Nutley Street interchange, the initial corridor-wide studies developed this interchange as a DDI. As part of a value engineering effort, RK&K determined that a roundabout interchange concept would operate more efficiently and eliminate the need for construction of a second structure. The cost-saving design, of nearly \$30M, also reduced travel time through the interchange for all movements. The roundabout interchange concept also reduced the overall right-of-way impacts by almost an acre, including the complete elimination of impacts to three parcels. **At I-495, RK&K designed a system-to-system interchange**, including adjustment of the horizontal alignment of the eastbound lanes to avoid an existing WMATA Traction Power Substation and a redesign of the vertical alignment in both the eastbound and westbound directions to minimize the amount of reconstruction of the existing pavement required in this area.

**Key Project Relevancies:**

- Design-Build Delivery
- Interchange Modification Report (IMR)
- Roadway, alternatives development
- Supplemental Survey/Utility Test Pits
- Retaining Walls and Noise Barriers
- Geotechnical
- Railroad Coordination
- Hydraulics
- Traffic Engineering
- ITS, Lighting, Signing and Pavement Marking
- ROW Coordination
- Utilities, Coordination, Relocations
- Public Involvement

RK&K was responsible for the development of the sequence of construction (SOC) and complete MOT plan design for the entire 22.5-mile corridor, including all **9 interchanges**, and development and initial concept plans for cost and time-saving measures during construction. RK&K was also responsible for developing signing plans, pavement marking plans, and ITS plans for all 22.5 miles of I-66, and 9 interchanges including the parallel US 29 corridor. For the easternmost 5-miles of the project, RK&K prepared photometric analysis and lighting plans for the I-66 mainline (General Purpose and Express Lanes), three interchanges, and shared-use paths, including underpasses, in order to ensure the design and pole placement was compliant with VDOT, AASHTO, and IES design guidance (i.e. VDOT’s Traffic Engineering Design Manual, AASHTO’s Roadway Lighting Design Guide, and IES’ Recommended Practice for Roadway Lighting – RP-8-18). The photometric analysis included calculations for horizontal illuminance, luminance, and veiling luminance to ensure compliance. Upon gaining owner approval of the proposed photometric analysis, RK&K designed the lighting system. RK&K performed all necessary design calculations to size wires, conduits, circuit breakers, and contractors used in the electrical system. RK&K was also responsible for preparing all barrier details where light poles were to be mounted integral to the traffic barrier. RK&K prepared these designs in accordance with Partial Interchange Lighting standards to reduce the overall cost of the project while maintaining necessary light levels for safety. For this project, RK&K developed a **Systemic Interchange Access Request** for the entire project, which extended from US 15 to Route 7, spanning a distance of 26 miles, and included 11 interchanges. For this effort, RK&K evaluated additional express lane access configurations, reconfigurations at 9 interchanges (including two System-to-System Interchanges). Traffic forecasting was performed using the regional travel demand model, with analysis performed in VISSIM, and safety analysis developed in ISATe. Once all technical aspects were completed for the IAR, RK&K developed the technical documentation and obtained approval from local agencies, VDOT, and FHWA.

h. Self-Assessment. The information provided in this section should be a self-assessment of RK&K’s performance on the project to identify RK&K with firms or personnel that have successfully completed projects on time and on or under budget, and to identify RK&K that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

RK&K was committed to and achieved an accelerated schedule, producing Field Inspection, Final Design, and Approved for Construction (AFC) Plans and obtaining Approved as Noted AFC Grading and Drainage plans within seven months, allowing construction work to begin. RK&K continued completing full AFC plans in coordination with the design-builder to incorporate contractor-controlled elements, such as utility relocation, ITS elements, and coordination with other segments and to minimize utility impacts and optimize MOT to match the latest field conditions.

i. Quality Initiatives. Discuss RK&K’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.

RK&K and the design-build team were committed to providing high standards of quality. Several means and methods of ensuring quality included: Grade-separated pedestrian paths are provided to instill the highest levels of safety. The Team inspected every retained pipe by video and developed a repair strategy. RK&K incorporated the use of RK&K’s Inter-discipline Review procedures, where each discipline and the contractor were required to review and sign off on each submittal to ensure a quality design.

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

N/A



# Appendix C

## Work History and Quality Forms

(Section 3.5.2)



### 3.5.2 – Quality of Past Performance Questions

The Proposer shall provide Work History and Quality Forms for each transportation projects, active or completed, within the last five years that has a “yes” response to any of the following questions .

Table 3.5.2 – Quality of Past Performance for the Past 5 Years	Lane	RK&K
3.5.2(a) Has the Lead Contractor been declared delinquent or placed in default on any project?	no	n/a
3.5.2(b) Has the Lead Contractor submitted a claim on a project that was litigated? If litigated, explain the results.	yes	n/a
3.5.2(c) Have any D-B projects or projects of similar scope been delayed more than 30 days such that liquidated damages were assessed?	yes	no
3.5.2(d) Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?	yes	n/a
3.5.2(e) Have any projects under contract with the Lead Contractor or any member of the joint venture been subject to remediation actions, stop work orders, or project delays in excess of 30 days as a result of Section 404/Section 401 permit violations?	no	n/a
3.5.2(f) Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?	n/a	yes
3.5.2(g) Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?	no	no

**3.5.2(b) 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.: YES** – In July 2022, Lane filed suit against PennDOT to recover claim amounts for additional work performed on the I-70 project in Washington County, PA after settlement talks stalled. Results are pending - the case is currently in litigation.

**3.5.2(c) 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
I-440 Beltline Widening, Wake County NC	\$414,916,759	NCDOT	ongoing	\$788,000	Several intermediate contract delays related to early/late ramp, lane, interchange closures. (ongoing project – details as of November 2023)

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

Project & Location	Issuing Agency	Citation Date	Description	OSHA Category	Amount of Fine	Corrective Action
I-85 Widening, Phase III Cherokee County, SC	Dept. of Labor Licensing & Regulation	4/17/2020	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	12/14/2018	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.

**3.5.2(f) Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?: YES (RK&K)** – The owner and RK&K engaged in the dispute resolution process of the contract regarding alleged design errors and omissions. The parties were able to resolve this matter at mediation.

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

**CONFIDENTIAL**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lead Contractor's responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor (in thousands)
Name: <b>FL Turnpike from Osceola Parkway to Beachline Expressway</b>  Location: Ocoee, FL	The Lane Construction Corporation, Lead Contractor	Name of Owner: Florida's Turnpike Enterprise (FTE) Project Manager: Albert Salas, P.E., Turnpike Construction Engineer Phone: 954-934-1113 Email: albertsalas@dot.state.fl.us	6/2021	\$187,818	\$187,818

g. Narrative describing the work performed by Lead Contractor.

The specific limits for this project are the northbound and southbound lanes from MP 247 to MP 255. Within this proposed 8-lane section of SR 91, the northbound and Southbound directions each will consist of two 12-foot express lanes separated from two 12-foot general purpose toll lanes by a 4-foot buffer with express lane markers. Other improvements associated with this project include the construction of three ramps at the SR 91/SR 417 interchange; the reconstruction and/or widening of the Osceola Parkway and Orlando South Interchange exit/entry ramps, including the replacement of the existing ramp bridge at the Orlando South Interchange; the replacement of the SR 91 bridges over the Central Florida Rail Corridor and over Central Florida Parkway/CSX Railroad Spur; and the replacement of existing Orange County roadway overpasses at CR 527 and Taft-Vineland Road. This project was completed 88 days early.

h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor's performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.

N/A

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

N/A

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

This project received a serious OSHA citation for the failure to wear fall protection while operating a manlift over 12 feet above the ground.

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

**CONFIDENTIAL**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify the Lead Contractor's responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor (in thousands)
Name: I-70 Reconstruction, Washington Cty, PA	Name: The Lane Construction Corporation	Name of Owner: Pennsylvania DOT Bill Kovach District Executive for PennDOT Eng Dist 12 724-439-7137 wkovach@pa.gov	Sept. 2021	125,769	125,769
g. Narrative describing the work performed by Lead Contractor.					
Reconstruction of SR 70 Sec. T10 & W31, Concrete/Asphalt Paving, Grading, Drainage, Bridge replacement, Bridge rehab, Sound Wall Construction, Culvert Extensions.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor's performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Lead Contractor's quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a "Yes" answer was provided, Lead Contractor shall provide a detailed explanation below.					
(b) In July 2022, Lane filed suit against PennDOT to recover claim amounts for additional work performed on the I-70 project in Washington County, PA after settlement talks stalled. Results are pending - the case is currently in litigation.					

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

**CONFIDENTIAL**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify the Lead Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor (in thousands)
Name: <b>I-85 Widening Phase III</b> Location: Cherokee County, SC	Name: The Lane Construction Corporation	Name of Owner: SCDOT Project Manager: Shane Parris, PE Phone: 864-490-0466 Email: parrissl@scdot.org	12/2023	\$199,372	\$199,372
g. Narrative describing the work performed by Lead Contractor.					
<p>This \$181 million design-build project included 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 were improved at four locations: S-11-83, SC 5/198, S-11-99, and US 29. This project was part of an \$800 million program that SCDOT has planned 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. Specifically, the solution to move construction on Exit 106 750 feet to the south bypassed the need for utility relocation and right-of-way acquisition, which would have resulted in a significant challenge to meeting the project schedule.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor’s performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Lead Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.					
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 and 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 & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify the Lead Contractor's responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor (in thousands)
Name: I-440 Beltline Widening  Location: Wake County, NC	Name: The Lane Construction Corporation	Name of Owner: NCDOT Contact: Chad Hinnant, Resident Engineer Phone: 919-733-9499 Email: cdhinnant@ncdot.gov	Oct. 2024	\$414,917	\$414,917
g. Narrative describing the work performed by Lead Contractor.					
Widening I-440 from four to six lanes, replacing pavement and bridges and upgrading interchanges.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor's performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Lead Contractor's quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a "Yes" answer was provided, Lead Contractor shall provide a detailed explanation below.					
(c) The project experienced several intermediate contract delays related to early/late ramp, lane, and interchange closures, resulting in LD's in the amount of \$788,000. (project is ongoing; details are as of 9/30/23)					

**WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER**

Lead Designer – Rummel, Klepper, & Kahl, LLP (RK&K)

**CONFIDENTIAL**

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify RK&K’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 RK&K (in thousands)
Name: <b>DRBA Bridge 6</b> Location: New Castle County, DE	Delaware River & Bay Authority	Name of Owner: Delaware River & Bay Authority Project Manager: David Hoppenjans Phone: 302-571-6300 Email: david.hoppenjans@drba.net	Construction: 02/2020 Professional Services: 12/2019	\$35,000	\$2,600
g. Narrative describing the work performed by RK&K. If submitting work completed by an affiliated or subsidiary company of RK&K, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether RK&K was the lead designer or a sub-consultant.					
RK&K was the Lead Designer. The overall project intent was to add another lane to SB I-295. The design of Bridge 6 was a replacement and widening of the steel superstructure and concrete deck of the bridge with strengthening and widening of the existing concrete piers. The design was performed in RK&K’s Baltimore office.					
h. Self-Assessment. The information provided in this section should be a self-assessment of RK&K’s performance on the project to identify RK&K with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Designer that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss RK&K’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, RK&K shall provide a detailed explanation below.					
3.5.2 (f) Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?  The owner and RK&K engaged in the dispute resolution process of the contract regarding alleged design errors and omissions. The parties were able to resolve this matter at mediation.					



# Appendix D Legal and Financial





December 13, 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 P042443 (the “RFQ”)  
I-77 New Exit 26 Interchange and Connecting Roads 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,

Troy M. Carter  
Vice President Construction

On this 13<sup>th</sup> day of December, 2023, before me, Victoria Nascebeni a Notary Public for Connecticut, personally appeared Troy M. Carter, 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: 9/30/27

**LIBERTY MUTUAL INSURANCE COMPANY**  
**NATIONWIDE MUTUAL INSURANCE COMPANY** **EVEREST REINSURANCE COMPANY**  
**MARKEL INSURANCE COMPANY**

December 28, 2023

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

**RE:     The Lane Construction Corporation**  
**Request for Qualifications**  
**I-77 New Exit 26 Interchange and Connecting Roads; Design-Build Project**  
**Project ID P042443; Richland County**  
**Estimated Project Value: \$200,000,000.00**

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, Nationwide Mutual Insurance Company, Everest Reinsurance 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, 2023. 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.

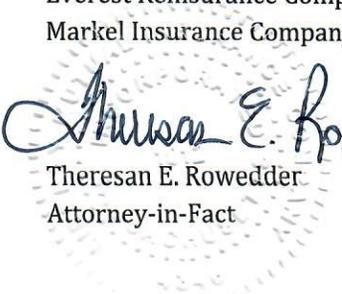
Naturally, as is customary within the surety industry, the issuance of any bonds is contingent upon a favorable underwriting review of project specifics including, but not limited to, the contract terms, conditions, documents, bond forms and confirmation of complete project financing by both The Lane 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  
Nationwide Mutual Insurance Company  
Everest Reinsurance Company  
Markel Insurance Company

  
Theresan E. Rowedder  
Attorney-in-Fact


**AON**

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: 8210070-012022

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 Jakaitis; Tracy Sapere; 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 8th day of May, 2023.



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

By: David M. Carey, Assistant Secretary

State of PENNSYLVANIA ss
County of MONTGOMERY

On this 8th day of May, 2023 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 Plymouth Meeting, 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, 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 28th day of December, 2023.



By: 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

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 A 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; THERESAN E ROWEDDER; TRACY SAPERE; 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.

[Handwritten signature of Antonio C. Albanese]

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

[Handwritten signature of Stephanie Rubino McArthur]

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 28th day of December, 2023.

[Handwritten signature of Laura B. Guy]

Assistant Secretary



POWER OF ATTORNEY
EVEREST REINSURANCE COMPANY

KNOW ALL PERSONS BY THESE PRESENTS: That Everest Reinsurance Company, a corporation of the State of Delaware ("Company") having its principal office located at 100 Everest Way, Warren, New Jersey, 07059, do hereby nominate, constitute, and appoint:

Jean Correia, Theresan E. Rowedder, Bryan Huft, Jane Gilson, Jennifer L. Jakaitis, Nathaniel Jakaitis, Tracy Sapere

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 April 21, 2016:

RESOLVED, that the President, any Executive Vice President, and any Senior Vice President 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 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 15th day of February 2023.



Everest Reinsurance Company

[Signature of Anthony Romano]

By: Anthony Romano, Senior Vice President

On this 15th day of February 2023, 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, 2027

[Signature of Linda Robins]

Linda Robins, Notary Public

I, Nicole Chase, Assistant Secretary of Everest Reinsurance Company do hereby certify that I have compared the foregoing copy of the Power of Attorney and affidavit, and the copy of the Section of the bylaws and resolutions of said Corporation as set forth in said Power of Attorney, with the ORIGINALS ON FILE IN THE HOME OFFICE OF SAID CORPORATION, and that the same are correct transcripts thereof, and of the whole of the said originals, and that the said Power of Attorney has not been revoked and is now in full force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company, this 28th day of December 2023.



[Signature of Nicole Chase]

By: Nicole Chase, Assistant Secretary

Everest Reinsurance Company  
461 5<sup>th</sup> Avenue – 4<sup>th</sup> 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 7<sup>th</sup> day of April 2020.

**EVEREST REINSURANCE COMPANY**

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



# 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."

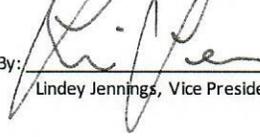
IN WITNESS WHEREOF, Markel Insurance Company and SureTec Insurance Company have caused their official seal to be hereunto affixed and these presents to be signed by their duly authorized officers on the 29th day of June, 2021.

SureTec Insurance Company

By:   
Michael C. Keimig, President



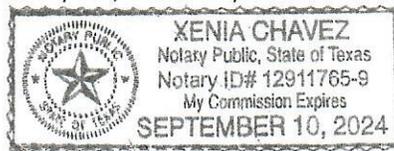
Markel Insurance Company

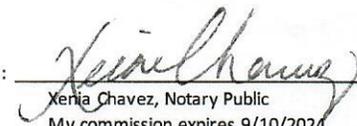
By:   
Lindey Jennings, Vice President

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 preceding 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

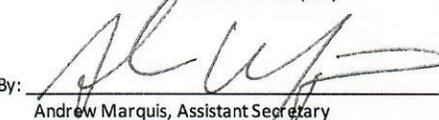
We, the undersigned Officers of SureTec Insurance Company and Markel Insurance Company do hereby certify that the original POWER OF ATTORNEY of which the foregoing is a full, true and correct copy is still in full force and effect and has not been revoked.

IN WITNESS WHEREOF, we have hereunto set our hands, and affixed the Seals of said Companies, on the 28th day of December, 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 19, 2023**

**Expires: October 31, 2024**

**Approved By:** *Maria A. Davito*  
**Prequalification Coordinator**



# Appendix E Organizational Conflict of Interest



# DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

- 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

Troy M. Carter  
Signature

12-13-23  
Date

Troy M. Carter  
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



### 3.1.5 Confidential or Proprietary Information Summary List

The following table specifies those sections/pages of The Lane Construction Corporation's Statement of Qualifications that contain confidential or proprietary information. The respective pages are marked accordingly.

Document Title	Page Numbers
Appendix C - Quality of Past Performance (Section 3.5.2)	C-1, C-2, C-3, C-4, C-5, C-6



# Appendix G Addendum Receipt Forms



**NOTICE TO PROPOSERS**  
**I-77 New Exit 26 interchange**  
**Design-Build Project – Project ID P042443**  
**Richland County**

**Addendum 1**

The information in this addendum shall be made part of the SOQ and 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 SOQ. 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 SOQ and 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.

Troy M. Carter

Digitally signed by Troy M. Carter  
DN: E=TM.Carter@laneconstruct.com, CN=Troy M.  
Carter, OU=Users, OU=Corporate, OU=NC,  
OU=Mid-South Region, OU=Laneconstruct,  
DC=laneconstruct, DC=nc  
Date: 2024.01.02 09:35:46-05'00'

January 2, 2024

PROPOSER's Signature

Date

Troy M. Carter, PE

Printed Name

For: The Lane Construction Corporation

Design-Build Team Name





# Appendix H Key Individual and Contractor/Designer Reference Forms



Email	First Name	Last Name	Company Name	Project Name	Team
<a href="mailto:parrissl@scdot.org">parrissl@scdot.org</a>	Shane	Parris	Lane	I-85 Widening Phase 3, Cherokee County D-B	Lane
<a href="mailto:kseitz@ncdot.gov">kseitz@ncdot.gov</a>	Kelly	Seitz	Lane	I-85 Widening Rowan County D-B	Lane
<a href="mailto:ben.dreiling@cfxway.com">ben.dreiling@cfxway.com</a>	Ben	Dreiling	Lane	SR 528 / Innovation Way Interchange D-B	Lane
<a href="mailto:mcwatson@ncdot.gov">mcwatson@ncdot.gov</a>	Malcolm	Watson	RK&K	I-40 Widening Wake & Johnson Counties D-B	S.T. Wooten Corporation
<a href="mailto:mcwatson@ncdot.gov">mcwatson@ncdot.gov</a>	Malcolm	Watson	RK&K	I-73 PTI D-B	Constructors, Inc./Blythe Development Company – JV
<a href="mailto:rclifton@fam66.us">rclifton@fam66.us</a>	Richard	Clifton	RK&K	I-66 Outside the Beltway D-B	FAM Construction, LLC
<a href="mailto:btharrington@ncdot.gov">btharrington@ncdot.gov</a>	Boyd	Tharrington	Lane & RK&K	NCDOT I-485/I-85 'Turbine' Interchange D-B	Lane
<a href="mailto:dave.covington@vdot.virginia.gov">dave.covington@vdot.virginia.gov</a>	David	Covington	Lane & RK&K	VDOT Route 29 Solutions D-B	Lane/Corman JV



Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
<a href="mailto:ext-rjhoffman@ncdot.gov">ext-rjhoffman@ncdot.gov</a>	Robby	Hoffman	Tom Meador	NC 540 Triangle Expressway Ext from East US 401 to East I-40	Project Manager	Lane
<a href="mailto:rwbaucom@ncdot.gov">rwbaucom@ncdot.gov</a>	Rick	Baucom	Tom Meador	US 74/Independence Blvd Improvements	District Manager	Lane
<a href="mailto:Bradley.Blevins@dot.gov">Bradley.Blevins@dot.gov</a>	Bradley	Blevins	Tom Meador	Foothills Parkway	Project Manager	Lane
Reference unavailable	---	---	Tom Meador	I-85 Corridor Improvements North Segment	Project Manager	Lane
<a href="mailto:ext-rjhoffman@ncdot.gov">ext-rjhoffman@ncdot.gov</a>	Robby	Hoffman	Marcus Curran	NC 540 Triangle Expressway Ext from East US 401 to East I-40	Assist. Project Mgr / DB Coord	Lane
<a href="mailto:john.trueblood@navy.mil">john.trueblood@navy.mil</a>	John	Trueblood	Marcus Curran	Oceana Naval Air Station Lighting & Concrete Pavement	Project Engineer	Lane
<a href="mailto:Daryl.bassett@vermont.gov">Daryl.bassett@vermont.gov</a>	Daryl	Bassett	Marcus Curran	I-91 Bridge Replacement	Quality Control Manager	Lane
Reference unavailable	---	---	Marcus Curran	Emergency Railroad Bridge Repair	Project Engineer	Lane
<a href="mailto:mcwatson@ncdot.gov">mcwatson@ncdot.gov</a>	Malcolm	Watson	Brandon McInnis	I-40 Widening & Improvements	Design Project Manager	RK&K
<a href="mailto:mcwatson@ncdot.gov">mcwatson@ncdot.gov</a>	Malcolm	Watson	Brandon McInnis	Monroe Connector/Bypass	Deputy Design Project Manager	RK&K
<a href="mailto:ppeason@ncdot.gov">ppeason@ncdot.gov</a>	Patty	Eason	Brandon McInnis	Future I-73/PTI	Design Project Manager	RK&K
<a href="mailto:reynolds@scdot.org">reynolds@scdot.org</a>	Brad	Reynolds	Brandon McInnis	Closed or Load Restricted Bridges Design-Build Package 2020-1, Contract # 8850470	Design Project Manager	RK&K
<a href="mailto:btKyle@ncdot.gov">btKyle@ncdot.gov</a>	Byron	Kyle	Brandon McInnis	Macy Grove Road		RK&K
<a href="mailto:parrissl@scdot.org">parrissl@scdot.org</a>	Shane	Parris	Ernest Trussell	I-85 Widening Phase 3 Cherokee County	Senior Project Engineer	Lane
<a href="mailto:Mwcraig1@ncdot.gov">Mwcraig1@ncdot.gov</a>	Mark	Craig	Ernest Trussell	I-440 Beltline Widening	Project Manager/Sr Project Eng	Lane
<a href="mailto:Stan.Swiatek@txdot.gov">Stan.Swiatek@txdot.gov</a>	Stanely	Swiatek	Ernest Trussell	IH-35 Widening & Brazos River Bridges	Senior Project Engineer	Lane
Reference unavailable	---	---	Ernest Trussell	Augusta I-20 Widening & Resconstruction	Assist. Project Eng / Project Eng	Lane





 6125 Tyvola Centre Drive, Charlotte, NC 28217  
 704.679.0532  [www.laneconstruct.com](http://www.laneconstruct.com)

