

BRIDGE PACKAGE 14

Design-Build

Cherokee County, South Carolina

Contract ID 1162220



Submitted by:



July 21, 2022

For ease of reference and navigation [Blue Bold Underlined Text](#) indicates links to various items in the Appendix.

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NAVIGATION

STATEMENT OF QUALIFICATIONS

INTRODUCTION (RFQ 3.2)

Contracting Entity (RFQ 3.2.1): The Lane Construction Corporation, current contractor on I-85 Widening in Cherokee County, will be the sole Contracting Entity for the Bridge Package 14 (the “Project”). The Project will be managed from Lane’s Charlotte office, along with a remote office established near the project site.

CONTRACTING ENTITY

CONTACT:

George Hassfurter
The Lane Construction Corporation
6125 Tyvola Centre Drive
Charlotte, NC 28217
607-481-1301
gahassfurter@laneconstruct.com

Proposer Points of Contact (RFQ 3.2.2):

	George Hassfurter 6125 Tyvola Centre Drive Charlotte, NC 28217 607-481-1301 (M) gahassfurter@laneconstruct.com		Andy Gillis, PE 101 Midlands Court West Columbia, SC 29169 803-319-1297 (M) andy.gillis@ice-eng.com
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Full Legal Firm Names (RFQ 3.2.3): The full legal name of the Lead Contractor: **The Lane Construction Corporation (Lane)**. The full legal name of the Lead Designer: **Infrastructure Consulting & Engineering, PLLC (ICE)**

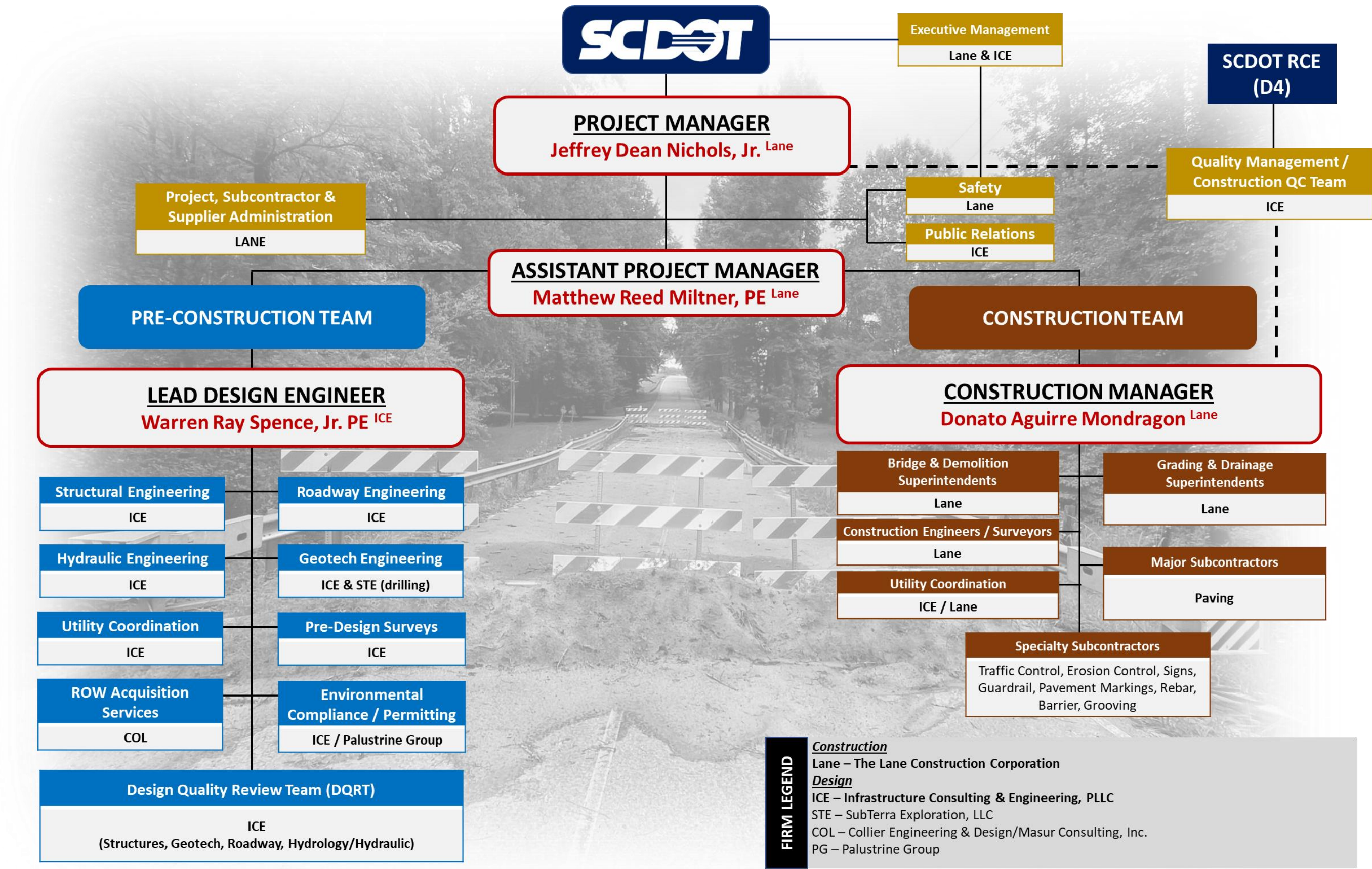
Unique Entity ID for all Firms (RFQ 3.2.4):

Primary Contractor	The Lane Construction Corporation.....	R1BYK4E3LAX7
Primary Designer	Infrastructure Consulting & Engineering, PLLC.....	JL1KHGKFCVF6
Geotech Investigations	SubTerra Exploration, LLC.....	QUMJZK54FKN8
R/W Acquisition	Colliers Engineering.....	Y7T1U2G8KZU8
Mitigation Coord.	Palustrine Group.....	JSEYCGFA2KT9

Commitment Statement (RFQ 3.2.5): All Key Personnel required by the RFQ are shown in the Organizational Chart, are fully committed to meeting SCDOT’s quality and schedule expectations, and are fully available for the duration of the Project.

TEAM STRUCTURE AND PROJECT EXECUTION (RFQ 3.3)

Organizational Chart, Team Structure, and Team Integration (RFQ 3.3.1): The Organizational Chart illustrates the Project chain of command and functional relationships of the Key Individuals, all major participants, critical design and construction disciplines, and support roles, as well as how **Lane and ICE** will function as an integrated team. Project Manager [Jeff Nichols](#) and Assistant PM [Matt Miltner](#) will provide direction to the Construction Manager, [Donato Mondragon](#), on a daily basis, as well as closely monitor Project progress via the CPM schedule, look-ahead schedules, tasks logs, and weekly coordination meetings. Jeff will also manage project administration, vendor administration, safety program, and public relations, and will report to and coordinate with SCDOT, as well as report to the executive management.



Significant Functional Relationships:

Project Manager Jeff Nichols will fulfill all RFQ PM duties, including integrally leading the entire design-build team from beginning to end for continuity of knowledge. He will be the primary Project contact with SCDOT with full authority to make final decisions on behalf of Lane. **Assistant Project Manager Matt Miltner, PE**, will report directly to Jeff and oversee the day-to-day coordination for each bridge site. He will communicate daily with SCDOT. Both Jeff and Matt will be fully involved in the Preconstruction Phase and coordinate between Lane, ICE, and SCDOT daily for the duration of the Project design. They will coordinate preconstruction efforts with **Lead Design Engineer Ray Spence**, who will fulfill all RFQ LDE duties, including actively managing all design discipline leaders and overall design delivery. Jeff and Matt will oversee construction of the Project via weekly on-site meetings with **Construction Manager Donato Mondragon**. Donato will be on-site full-time and will fulfill all RFQ CM duties, including active daily management of construction superintendents and foremen, as well as coordination of suppliers and subcontractors.

Previous Working Relationships:

The relationships established between the executives and staff at Lane and ICE date back to 1992-1994 when Lane's Project Director and ICE's President / CEO worked together on the UPS Ramps and Bridge Overpass at Columbia Metropolitan Airport. In total, Lane and ICE executives and staff (while with a previous firm) have worked together on projects awarded totaling nearly \$315 million from 1992 to 2012, including SCDOT's US 17 ACE Basin Bridge Replacements Project in Colleton County. The Lane and ICE relationship has continued to grow through the pursuit of some very large complex design-build projects where the team collaborated to submit shortlisted statements of qualifications. Lane and ICE worked closely together as an integrated team to comply with the requirements and exhibits and provided technical approaches, ATCs, CPM schedules, preliminary plans, and competitive bids to state DOTs.

Additionally, Lane is the lead contractor on SCDOT's I-85 Widening (MM 98-106) Design-Build Project currently in construction in Cherokee County. Although not the lead design firm, ICE is serving as the Lead CE&I firm, working very closely with Lane providing construction management and inspection services.

Firms / Key Individuals Working Together	Ref.*	Lane + ICE	Key Individuals			
			PM Jeff	APM Matt	LDE Ray	CM Donato
SCDOT I-85 Widening – Cherokee County, SC (2018-Present)	1	✓	✓			
I-40/I-77 Interchange – Iredell County, NC (2018-2019)	2		✓	✓		✓
CATS LYNX Blue Line Extension B&C – Mecklenburg Co, NC (2014-2017)	3		✓	✓		✓
(*) References are provided in Appendix H .						

Critical Risks (RFQ 3.3.2):

RISK 1	Challenge	Lane and ICE Team Risk Mitigation Strategies Mitigation Team: ICE Designers	Role of SCDOT & Other Agencies
COORDINATION WITH KINGS MOUNTAIN STATE PARK	Coordination with Kings Mountain State Park (4f) for S-86 Bridge over Kings Creek Site. <ul style="list-style-type: none"> Park is located at SE quadrant of bridge and includes the NW boundary of park property. CE, provided with RFP, will include 4(f) recommendations and requirements. 	<ul style="list-style-type: none"> Minimize or eliminate the need for ROW and ensure compliance with approved Section 4(f) documentation. Minimize impacts to ensure a Section 4(f) De minimis use. During construction, place orange barrier fence along the project boundaries with the Park to ensure construction activity does not encroach beyond coordinated limits. Coordinate with Park to implement appropriate detour signage to ensure safe, accurate, and efficient access to Park is maintained. Provide frequent updates to Park staff regarding construction updates, closures, etc. Minimize impacts to the ROW take to the park through roadway / drainage design. Utilize Lane's history/familiarity working with similar agencies such as Eastern Federal Lands-owned properties. 	<p>SCDOT will perform NEPA coordination with the Park Services to determine the requirements for the Project.</p>
RISK 2	Challenge	Lane and ICE Team Risk Mitigation Strategies Mitigation Team: In-House Utility Coordinators	Role of SCDOT & Other Agencies
UTILITY RELOCATIONS	Identification of existing utility facilities	<ul style="list-style-type: none"> Utilize SUE level A & B during the pursuit phase to determine the location of utilities that have a high probability of conflict with roadway and bridge work. 	No assistance required
	Potential Schedule Impacts <ul style="list-style-type: none"> Responsiveness of Utility Owners Coordination of ROW and easement acquisition Material Availability 	<ul style="list-style-type: none"> Submit preliminary plans to utility owners for all sites* within 30 days of contract execution to enable effective utility coordination to begin immediately after NTP. *Due to the priority and accelerated schedule of S-11-138 over Goucher Creek, these plans will be sent immediately upon award. Schedule in-person meetings with plans in hand to describe the improvements and provide recommendations. Rank/prioritize sites based on level of impacts. Design/construction at small impact sites will occur first, followed by medium/large impact sites. Early procurement of in-contract utility relocation materials. 	Utility owner reviews and verification of facility locations
	Working around existing utilities	<ul style="list-style-type: none"> Utilize construction means/methods that allow utilities to remain in place, such as temporary supports, protective casings, etc., whenever possible. 	Approval from utility owners
RISK 3	Challenge	Lane and ICE Team Risk Mitigation Strategies Mitigation Team: Colliers Engineering / ICE Designers	Role of SCDOT & Other Agencies
RIGHT-OF-WAY IMPACTS	Schedule impacts are possible due to required time to acquire ROW	<ul style="list-style-type: none"> Design the roadway and drainage elements of the project to reduce the amount of extra ROW that is anticipated for each site. Reduce cut and/or fill slopes to reduce the amount of the take at sites S-226 over Unnamed Creek and S-86 over King Creek. Utilize teaming partner Colliers Engineering for ROW acquisitions. 	SCDOT review and approval of the CSS
	Property impacts at S-106 over Suck Creek	<ul style="list-style-type: none"> Utilize a Context Sensitive Solution (CSS) approach for construction and maintenance elements, which leads to better relations with property owners and results in expedited project delivery. 	
RISK 4	Challenge	Lane and ICE Team Risk Mitigation Strategies Mitigation Team: Environmental Managers, Palustrine, ICE Designers	Role of SCDOT & Other Agencies
ENVIRONMENTAL PERMITS / MITIGATION	<ul style="list-style-type: none"> S-226 over Unnamed Stream: ~367 LF of impact, requiring approximately 1,835 stream credits S-106 over Suck Creek: ~30 LF of impact, requiring approximately 150 stream credits 	<ul style="list-style-type: none"> Avoid/minimize to qualify for SCDOT Regional General permit (i.e., RGP 4) and avoid compensatory mitigation – this would require impacts to be minimized on S-226 <300 LF for RGP 4 and <100 to potentially avoid mitigation. Avoidance/minimization strategies include: <ul style="list-style-type: none"> Relocate roadway centerline away from stream impacts Utilize retaining/sheet pile walls to minimize roadway footprint There are multiple approved and pending mitigation banks that provide service to the project areas; however, no current stream credits appear available. Palustrine Group to provide mitigation planning and implementation as needed, including potential permittee responsible mitigation if needed. 	<ul style="list-style-type: none"> SCDOT to approve avoidance strategies. USACE to approve mitigation permit and mitigation strategy.

Project Resources, Strategies, and Execution (RFQ 3.3.3):

Team’s Capacity and Available Resources

Lane’s complement of available structure, grading/drainage, and demolition crews exceeds the demand for this Project with additional availability through 2024 as multiple regional Lane projects are scheduled to conclude. In addition to the Lead Design Engineer, ICE has assigned two additional Professional Licensed Structural Engineers and two Professional Licensed Roadway Engineers, along with numerous CADD technicians, environmental specialists, surveyors, and utility coordinators, dedicated to providing services for these bridge sites. Lane is committing a minimum of 12 crews and ICE

Key Role / Position	Firm	Capacity	Committed
Project Manager	Lane	27	2
Lead Design Engineer	ICE	6	1
Construction Manager	Lane	8	1
Critical Role / Position	Firm	Capacity	Committed
Project Engineer	Lane	61	1
Superintendents	Lane	96	5
Structure Crews	Lane	33	5
Grading/Drainage Crews	Lane	22	2
Demolition Crews	Lane	8	5
Lead Structural Engineer	ICE	12	2
Lead Roadway Engineer	ICE	16	2
Lead Hydraulic Engineer	ICE	8	2
Lead Geotech Engineer	ICE	6	2
Env./Mitigation Coord.	ICE/PG	6	2
Drilling	STE	4	1
Utility Coordination	ICE	7	2
Pre-Design Surveys	ICE	11	2
CADD Designers	ICE	29	8

is committing a minimum of eight engineers to deliver this Project, as illustrated in our team capacity and resource availability table. Also, Lane owns all equipment necessary to fully support the construction workforce assigned to this Project from their 850-piece equipment fleet in the Carolinas.

Strategy for Implementation of Resources:

The following table identifies the tasks that the lead contractor and lead designer will self-perform. It also includes the tasks that will be performed by the team’s major subconsultants.

Lead Contractor Role / Self-Perform Tasks	Lead Engineer Role / Self-Perform Tasks	Other Design Team Members Role Task
<div></div> <ul style="list-style-type: none">Management & CoordinationDemolitionBridgesGrading & DrainageErosion Control MaintenanceTraffic Control Maintenance	<div></div> <ul style="list-style-type: none">Lead Design EngineerGeotechnicalHydro/HydraulicStructures & RoadwayPre-Design SurveysUtility CoordinationQuality ControlEnvironmental PermittingEnvironmental Compliance	<div> SubTerra Exploration, LLC Roadway & Foundation Drilling</div> <div> Colliers Engineering Right of Way Acquisition</div> <div> Palustrine Group Mitigation Coordination</div>

Innovative Approaches or Unique Outreach or Marketing Concepts used to Encourage DBE Participation:

Lane's policy and practice is to ensure that DBE, MBE, and WBE firms receive the maximum feasible opportunity to participate. Contractors, material suppliers, and other services will be eligible. We will fully comply with SCDOT's DBE policy requirements and have taken proactive measures (including participation in SCDOT's DBE forums) to attract and encourage participation. Construction subcontractors will be solicited as part of the bid development process.

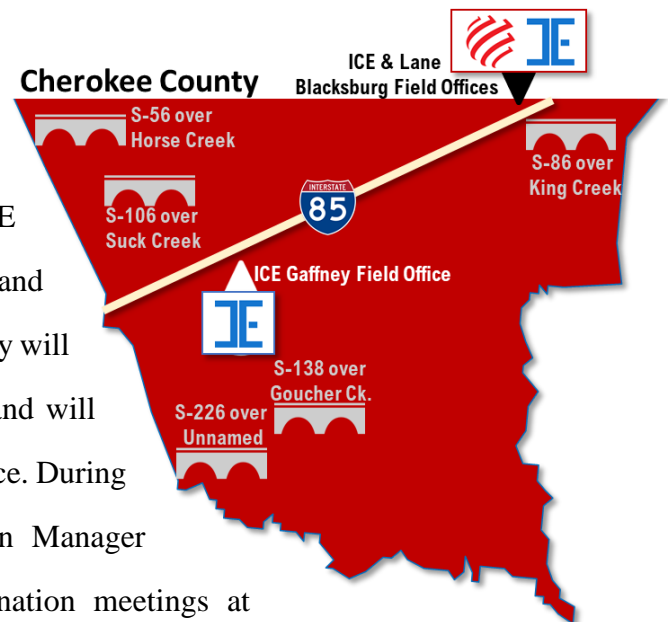


Our DBE approach includes key elements to support and encourage DBE participation such as: **1)** providing information and requests for participation; **2)** offering economically feasible units of work; **3)** minimizing rejection of DBE proposals; **4)** offering guidance in bonding and insurance; **5)** mentoring with regard to equipment and supply acquisition; and **6)** arranging assistance from other agencies. We will monitor DBE participation throughout the life of the project.

Lane is recognized across the Carolinas as a leader in the promotion, education, and development of small business opportunities on transportation projects. Beyond the individual assistance detailed above, our history includes participation on the NCDOT Office of Civil Rights (OCR) Advisory Council to the recent recognition of Lane's Charlea Washington with the Diversity Excellence Award from the National Institute of Minority Economic Development Institute. This award is presented to a corporation that vigorously promotes and provides ethnic minority businesses assistance to eliminate barriers to opportunities, overcome obstacles to access capital markets, and lead by example.

Geographical Location Benefits:

During Preconstruction, Project Manager Jeff Nichols and Assistant PM Matt Miltner will coordinate weekly with the Lead Design Engineer, Ray Spence, and the other designers at the ICE Corporate Office in West Columbia, where they will unify and integrate the team to ensure effective communication. Likewise, they will collaborate integrally with the SCDOT D4 Construction Office and will lead routine coordination meetings at the ICE Blacksburg field office. During Construction, in addition to the Project Manager, Construction Manager Donato Mondragon will actively participate in weekly coordination meetings at SCDOT's construction offices or at the ICE or Lane field offices in Blacksburg.



EXPERIENCE OF KEY INDIVIDUALS (RFQ 3.4)

Resumes demonstrating relevant experience of our Key Individuals, are included in [APPENDIX A](#).



Project Manager Jeff Nichols will be the primary person in charge of and responsible for Project delivery with full authority to make final decisions and responsibility of managing the contract with SCDOT. He will be the primary point of contact and will attend/lead all regularly scheduled meetings. Jeff's entire career in the heavy highway construction industry started when he joined Lane in 2001.

He has gained 21 years of progressive experience and expertise, including managing overall project progress, field operations, scheduling, safety, quality, and budget. He will fulfill all Project Manager duties specified in the RFQ and will manage this Project with a hands-on approach, reporting project delivery metrics to SCDOT and the Design-Build Team's Executive Management Committee.

Featured Project Experience

- SCDOT I-85 Widening Phase III (DB)
 - 5 bridge replacements
 - 8.4 miles of road widening work
- NCDOT I-40/I-77 Interchange (DB)
 - Interchange reconstruction
 - 3 bridges
- NCDOT I-85 Widening (DB)
 - 11 bridges
 - 5.9 miles of road widening work
- CATS LYNX Blue Line Extension
 - 11 grade separation structures over or under roads, railroads, and environmental features
- Wekiva Parkway Section 8 Interchange (DB)
 - 21 bridges








Assistant Project Manager Matt Miltner will coordinate daily with SCDOT under the direction of the Project Manager and will oversee all aspects of the Project delivery. His career in the heavy construction industry began 12 years ago when he started with Lane as a Field Engineer. Matt's experience and knowledge was gained from his progressive roles at Lane, including his promotion to Assistant Project Engineer, then

Project Engineer, and now he serves as a Project Manager. His experience serving as a liaison between contractors, superintendents, foremen, estimators, and engineers is invaluable for the coordination of scheduling crews, material delivery, overall field operations, and safety meetings.

Featured Project Experience

- NCDOT I-40/I-77 Interchange (DB)
 - Interchange reconstruction
 - 3 bridges
- NCDOT I-85 Widening (DB)
 - 11 bridges
 - 5.9 miles of road widening work
- CATS LYNX Blue Line Extension
 - 11 structures over roads, RR, and environmental features
- I-485 / I-85 Interchange (DB)
 - System interchange
 - 19 bridges
- Foothills Parkway (DB)
 - 5 bridges
 - 0.5 miles of roadway work





Lead Design Engineer Ray Spence, PE, will

oversee and be responsible for all aspects of the Project design. He has been providing

structural design services for more than 18 years and began managing the design of highway transportation projects nearly 10 years ago. He has a proven track record of leading multi-disciplined teams to produce high-quality project deliverables on time and under budget. Ray also has a vast

amount of experience in the design of concrete and steel bridges, retaining walls, culverts, cofferdams, and other transportation related structures. He has led bridge inspection teams and performs load ratings. Ray's technical expertise encompasses projects that require complex geometry and unique site constraints, finite element modeling, advanced seismic analysis, segmental construction, pre-stressed and post-tensioned concrete, and curved steel. He will be dedicated to managing the design of these bridges, will attend the routine Project meetings in person, and will be fully available when needed by SCDOT.



Construction Manager Donato Mondragon

will be responsible for all aspects of the Project construction. He has been with Lane

for 20 years and has progressive experience and expertise in heavy civil, bridge, and highway construction. He also meets the minimum of five years in managing the construction of highway transportation projects. As a Construction Manager, Donato will plan for construction operations in close coordination with the Project Manager to deliver the sites safely, on time, and in accordance with the specifications. He

will be dedicated solely to the construction of this Project, will have no other project responsibilities, will not be utilized on any other projects, and will manage construction superintendents on-site for construction activities.

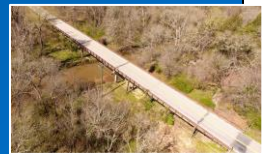
Featured Experience on SCDOT Projects

Design Build: Structural Manager

- Emergency Bridge Package 2018-2B
 - 4 bridge replacements
- Carolina Crossroads Ph 2
 - 3 bridges

Project Manager/ Structural Manager

- SC 901 Bridge Replacement over Rocky Creek
- Alligator Road Widening
 - 2 bridges
- S-669 over Maple Swamp



Featured Project Experience

- NCDOT I-40/I-77 Interchange (DB)
 - Interchange reconstruction
 - 3 bridges
- NCDOT I-85 Widening (DB)
 - 11 bridges
 - 5.9 miles of road widening work
- SCDOT Broad River Bridge Replacement (DB)
 - Four-lane bridge
 - 1100' long and 890' wide
- SCDOT US 17 ACE Basin bridge (DB)
 - 3 bridges
 - 14.6 miles of roadway work
 - Bridge demolition



PAST PERFORMANCE OF TEAM (RFQ 3.5)

Lane has successfully completed more than 15 design-build projects in the Carolinas. ICE's SCDOT design-build project experience includes 17 projects, several of which are multi-bridge replacement packages very similar to this bridge package.

Experience of Proposer's Team (RFQ 3.5.1): [APPENDIX B](#) includes the Work History / Quality Forms.

Featured Project Experience



1. SCDOT I-85 Widening Phase III (top left)
2. NCDOT I-85 Widening
3. CATS LYNX Blue Line Extension (top right)



1. Emergency Bridge Package 4 (bottom right)
2. Emergency Bridge Package 2018-1
3. Emergency Bridge Package 2018-2B (Bottom Left)






Quality of Past Performance (RFQ 3.5.2): [APPENDIX C](#) includes the Forms for projects with a "Yes" response to any of the questions in the following table not included in Appendix B. Lane and/or ICE have never been suspended, debarred, disqualified from bidding or declared ineligible to work by any entity, and no such actions are pending.

Table 3 - Quality Questions	Lane	ICE
• Has the Lead Contractor or any member of the joint venture been declared delinquent or placed in default on any Project?	No	N/A
• Has the Lead Contractor or any member of the joint venture submitted a claim on a project that was litigated? If litigated, explain the results.	No	N/A
• Have any projects been delayed more than 30 days such that liquidated damages were assessed?	Yes	No
• Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?	Yes	N/A
• 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
• 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	No
• Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?	No	No

* See [APPENDIX C](#) for explanations of "yes" answers above.

Key Individual Resume Forms

Project Manager – Jeffrey Dean Nichols, Jr.

Assistant Project Manager – Matthew Reed Miltner, PE

Lead Design Engineer – Warren Ray Spence, PE

Construction Manager – Donato Aguirre Mondragon

APPENDIX A

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:
Jeffrey Dean Nichols, Jr., Project Manager

b. Role of Key Individual for this Project:
Project Manager

c. Name of Firm with which you are now associated:
The Lane Construction Corporation



d. Years of Experience: With this Firm 21 Years With Other Firms 0 Years

Employment History:

The Lane Construction Corporation: Project Manager – Responsibilities include management and oversight of overall project progress, including engineering and field operations, scheduling, safety, quality, and budget. 2019 – Present

The Lane Construction Corporation: Chief/Corporate Engineer – Oversaw all engineering functions within Lane's Business Segment, including leadership and management of operational controls, administration, reporting, and processes. 2018 – 2019

The Lane Construction Corporation: Segment Controller – Assisted the segment vice president in maintaining compliance with company policy and procedures, identifying and implementing best practices, and ensuring effective internal controls. 2013 – 2017

The Lane Construction Corporation: Senior Project Engineer – Provided services to larger projects requiring complex engineering expertise, including technical and administrative direction and engineering personnel oversight. 2011 – 2013

The Lane Construction Corporation: Project Engineer – Responsible for all routine on-site project administration, scheduling, and engineering. 2006 – 2011

The Lane Construction Corporation: Job Engineer – Served as a liaison between contractors, superintendents, foremen, estimators, and engineers on a single project basis. 2001 – 2006

e. Education:

Pennsylvania State University / Harrisburg, PA / Bachelor of Science / 2001 / Structural Design & Construction Engineering Technology

Pennsylvania State University / Scranton, PA / Associate of Science / 1999 / Architectural Engineering Technology

f. Active Registrations:

N/A

g. Document the extent and depth of your experience and qualifications relevant to the Project.

1. I-85 Widening Phase III D-B – Cherokee County, SC

Key Personnel Role:

Project Manager

Experience with Current Firm:

The Lane Construction Corporation

Project/Assignment Duration:

Project 2018-Ongoing, Assigned 2019-Present

Owner Contact Information:

SCDOT, Shane Parriss, PE, parrissl@scdot.org, 864-490-0466

Design/Construction Value:

\$181.7 million

Project Description: This design-build project includes the widening of 8.4 miles of I-85 from four to six lanes, as well as improvements to existing interchanges and frontage roads. Five bridges require full replacement, including two staged-construction bridges and demolition and construction of an existing Norfolk Southern Railroad bridge over I-85. Jeff is responsible for managing the project. His duties include oversight of engineering and field operations, P6 scheduling, the 5-week look-ahead schedule, and daily shift schedules. He also oversaw pre-planning efforts and production goals and tracking.



2. Wekiva Parkway Section 8 Interchange D-B – Seminole County, FL

Key Personnel Role:

Chief/Corporate Engineer

Experience with Current Firm:

The Lane Construction Corporation

Project/Assignment Duration:

Project 2018-Ongoing, Assigned 2018-2019

Owner Contact Information:

FDOT, Rick Vallier, PE, rick.vallier@dot.state.fl.us, (407) 278-2730

Design/Construction Value:

\$253.3 million

Project Description: This design-build project features 2.63 miles of limited access toll road in Seminole County, FL. Construction personnel teamed with designers during procurement to identify the right solution that enabled expeditious construction, providing a nearly complete design available at NTP and breaking ground with a full construction plan that greatly mitigated risks. Jeff supported this project from a corporate level, managing operational controls, administration, and reporting to maintain all engineering functions required for project delivery.



3. I-40/I-77 Interchange D-B – Iredell County, NC

Key Personnel Role: Chief/Corporate Engineer
Experience with Current Firm: The Lane Construction Corporation
Project/Assignment Duration: Project: 2018-Ongoing, Assigned 2018-2019
Owner Contact Information: NCDOT, Matthew Evans, PE, mevans8@ncdot.gov, (704) 380-6050
Design/Construction Value: \$260.3 million



Project Description: This \$260 million design-build project includes the reconstruction of the existing I-40/I-77 cloverleaf interchange to a turbine system-to-system interchange on a critical junction in NC. The project widens I-40 (concrete) and I-77 (asphalt) in each direction for 1-2 miles along two of North Carolina's main corridor interstate facilities and modifies additional interchanges. Jeff supported this project from a corporate level, managing operational controls, administration, and reporting to maintain all engineering functions required for project delivery.



4. I-85 Widening D-B – Rowan & Cabarrus Counties, NC

Key Personnel Role: Segment Controller
Experience with Current Firm: The Lane Construction Corporation
Project/Assignment Duration: Project 2016-2020, Assigned 2016-2017
Owner Contact Information: NCDOT, Kelly Seitz, PE, kseitz@ncdot.gov, (704) 630-3220
Design/Construction Value: \$160.3 million



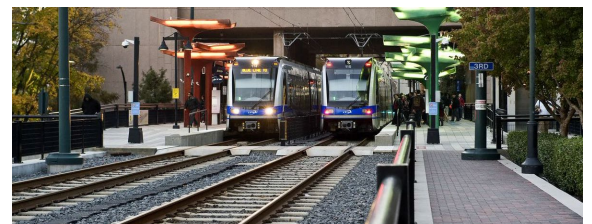
Project Description: This design-build project widened 5.9 miles of I-85 to an 8-lane facility from north of Lane Street to north of the US 29/US 601 Connector. Four travel lanes (two in each direction) were added to improve traffic flow. The widening and improvements increased roadway capacity and improved traffic operations and increased accessibility to I-85 in a high-volume corridor. Jeff managed the project start-up team to establish the project before transitioning to a supervisory role to ensure compliance with company policies and procedures, identify and implement best practices, and verify the efficacy of internal controls to maintain project progress. He also coordinated and participated in project reviews, maintained financial reporting, and identified project concerns along with associated corrective actions.



5. CATS LYNX Blue Line Extension B & C Civil and Roadway – Mecklenburg County, NC

Key Personnel Role: Segment Controller
Experience with Current Firm: The Lane Construction Corporation
Project/Assignment Duration: Project: 2014-2017, Assigned 2016-2017
Owner Contact Information: City of Charlotte, Jill Brim, PE, jmbrim@ci.charlotte.nc.us (704) 651-3809
Design/Construction Value: \$132.7 Million

Project Description: Lane provided civil and roadway work for Segments B and C of the Blue Line Extension of the Charlotte light rail for heavy civil infrastructure improvements necessary to lay the final 4.8 miles of track. Major highlights include four structural steel bridges, which carry the light rail over existing roadways; one precast concrete girder bridge; and one cast-in-place/cut and cover tunnel. Jeff served in a corporate supervisory role to ensure compliance with company policies and procedures, identify and implement best practices, and verify the efficacy of internal controls to maintain project progress. He also coordinated and participated in project reviews, maintained financial reporting, and identified project concerns along with associated corrective actions.



- 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.

Jeff currently serves as Project Manager on SCDOT I-85 Widening Phase III in Cherokee County, SC. This project is scheduled for completion prior to the end of 2022, at which point he will transition to this project on a full-time basis on site.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:
Matthew Reed Miltner, PE, Project Manager

b. Role of Key Individual for this Project:
Assistant Project Manager

c. Name of Firm with which you are now associated:
The Lane Construction Corporation



d. Years of Experience: With this Firm 12 Years With Other Firms 0 Years

Employment History:

The Lane Construction Corporation: Project Manager – Responsibilities include management and oversight of overall project progress, including engineering and field operations, scheduling, safety, quality, and budget. 2019 – Present

The Lane Construction Corporation: Project Engineer – Responsible for all routine on-site project administration, scheduling, and engineering. 2016 – 2019

The Lane Construction Corporation: Assistant Project Engineer – Collaborated with and supported the Project Engineer to complete projects on time and within budget while maintaining quality and meeting owner expectations. Managed engineering staff and held responsibility for successful completion of assigned operations. 2014 – 2016

The Lane Construction Corporation: Job/Field Engineer – Served as a liaison between contractors, superintendents, foremen, estimators, and engineers on a single project basis. Also provided project-specific pre-construction services 2010 – 2014

e. Education:

University of Florida / Gainesville, FL / Bachelor of Science / 2010 / Civil Engineering

f. Active Registrations:

Professional Engineer: North Carolina (#042652)

g. Document the extent and depth of your experience and qualifications relevant to the Project.

1. I-40/I-77 Interchange D-B – Iredell County, NC

Key Personnel Role: Structures Project Manager

Experience with Current Firm: The Lane Construction Corporation

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

Owner Contact Information: NCDOT, Matthew Evans, PE, mevans8@ncdot.gov, (704) 380-6050

Design/Construction Value: \$260.3 million

Project Description: This \$260 million design-build project includes the reconstruction of the existing I-40/I-77 cloverleaf interchange to a turbine system-to-system interchange on a critical junction in NC. The project widens I-40 (concrete) and I-77 (asphalt) in each direction for 4 miles along two of North Carolina's main corridor interstate facilities and modifies additional interchanges. As the Structures PM, Matt is overseeing construction of 14 bridges, box culvert extensions, MSE and soil nail retaining walls, and sound walls. He is also managing design coordination for all scopes of work.



2. I-85 Widening D-B – Rowan & Cabarrus Counties, NC

Key Personnel Role: Project Engineer

Experience with Current Firm: The Lane Construction Corporation

Project/Assignment Duration: Project 2016-2020, Assigned 2016-2019

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

Design/Construction Value: \$160.3 million

Project Description: This design-build project widened 5.9 miles of I-85 to an 8-lane facility from north of Lane Street to north of the US 29/US 601 Connector. Four travel lanes (two in each direction) were added to improve traffic flow. The widening and improvements increased roadway capacity and improved traffic operations and increased accessibility to I-85 in a high-volume corridor. Matt was responsible for on-site project management, scheduling, and engineering. He facilitated on-site engineering activities and subcontractor coordination, prepared monthly pay estimates, and helped manage the CPM schedule.



3. CATS LYNX Blue Line Extension B & C Civil and Roadway – Mecklenburg County, NC

Key Personnel Role: Assistant Project Engineer
Experience with Current Firm: The Lane Construction Corporation
Project/Assignment Duration: Project: 2014-2017, Assigned 2014-2016
Owner Contact Information: City of Charlotte, Jill Brim, PE, jmbtrim@ci.charlotte.nc.us (704) 651-3809
Design/Construction Value: \$132.7 Million

Project Description: Lane provided civil and roadway work for Segments B and C of the Blue Line Extension of the Charlotte light rail for heavy civil infrastructure improvements necessary to lay the final 4.8 miles of track. Major highlights include four structural steel bridges, which carry the light rail over existing roadways; one precast concrete girder bridge; and one cast-in-place/cut and cover tunnel. As Lead Structures Engineer, Matt managed operations for the construction of the five bridges in the tight urban corridor. He also managed submittals, quantity tracking, and RFIs.



4. I-485/I-85 Interchange D-B – Mecklenburg County, NC

Key Personnel Role: Job Engineer
Experience with Current Firm: The Lane Construction Corporation
Project/Assignment Duration: Project 2010-2015, Assigned 2011-2014
Owner Contact Information: NCDOT, Mike Crump, mccrump@ncdot.gov, (704) 982-0101
Design/Construction Value: \$98.7 million

Project Description: This \$98 million NCDOT project consisted of the design and construction of the interstate system interchange at I-85 and I-485. Extensive widening was needed to accommodate the new interchange configuration and to match the improvements taking place in adjacent projects. Lane proposed a two-level turbine interchange that significantly reduced earthwork and eliminated the need to haul material from off-site, saving more than \$30 million in construction costs. As a Structures Engineer, Matt managed construction of 19 bridges, MSE walls, soil nail walls, and sound walls.



5. Foothills Parkway D-B – Blount County, TN

Key Personnel Role: Field Engineer
Experience with Current Firm: The Lane Construction Corporation
Project/Assignment Duration: Project: 2010-2017, Assigned 2011
Owner Contact Information: EFLHD, Bradley Blevins, Bradley.blevins@dot.gov, (865) 448-3775
Design/Construction Value: \$47.6 Million

Project Description: This \$47 million project included construction of 0.5 miles of new road and five new bridges on the Foothills Parkway in the Great Smoky Mountains National Park in Blount County, TN. Three of the five new bridges extend eastward from the Walland end, and the other two run west from the Wears Valley end. Matt assisted with pre-construction planning and buyout. He also coordinated pre-construction geotechnical boring operations and site access.



- 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.
Matt currently serves as the Structures Project Manager on the NCDOT I-40/I-77 Interchange in Iredell County, NC. This project is scheduled for completion in the middle of 2023, at which point he will transition to this project on a full-time basis on site.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:
Warren Ray Spence Jr., PE, Structural Engineer

b. Role of Key Individual for this Project:
Lead Design Engineer

c. Name of Firm with which you are now associated:
Infrastructure Consulting & Engineering, PLLC



d. Years of Experience: With this Firm 3 Years With Other Firms 15 Years

Employment History:

Infrastructure Consulting & Engineering, PLLC: Structural Engineer – Ray is responsible for providing structural design and management services for both Design-Build and Design-Bid-Build transportation projects. 2019 – Present
CDM Smith: Structural Engineer/Project Manager – Ray was responsible for the design and management of all types of transportation projects including serving as Project Manager for the US 301 SB Bridge Replacement over S. Edisto River in Orangeburg County (01/2018 - 01/2019) and SCDOT Rehabilitation of 14 Bridges Statewide (2016 - 2019). He also led bridge inspection teams and performed load ratings. 2004 – 2019

e. Education:

University of South Carolina / Columbia, SC / Master of Engineering / 2008 / Civil Engineering (Structural)
University of South Carolina / Columbia, SC / Bachelor of Science / 2004 / Civil Engineering

f. Active Registrations:

2011 / SC / Professional Civil Engineer / 29080
2012 / FL / Professional Civil Engineer / 74165
2013 / MA / Professional Civil Engineer / 50735

g. Document the extent and depth of your experience and qualifications relevant to the Project.

1. SC 901 Bridge Replacement over Rocky Creek – Chester County, SC

Key Personnel Role: Project Manager and Engineer of Record
Experience with Current Firm: Infrastructure Consulting & Engineering, PLLC
Project/Assignment Duration: Project 08/2020 – 11/2021, Assigned 08/2020 – 11/2021
Owner Contact Information: SCDOT, Tony Edwards, EdwardsTC@scdot.org, (803) 737-1238
Design/Construction Value: \$3.9 Million

Project Description: This project consists of replacing the existing 11-span, 330-foot SC 901 Bridge over Rocky Creek. The proposed replacement bridge will consist of three spans totaling 339 feet. Each span is 113 feet long and comprised of prestressed concrete beams. The bridge will be supported by multi-column bents founded on drilled shafts. As the **Project Manager**, Ray ensured the Team was responsive to SCDOT's needs, requirements, and requests while adhering to the Department's standards and guidelines. He was responsible for the overall performance of the ICE Team and coordinated with all stakeholders as needed and attended all required meetings. He provided budget, schedule, and expenditure reports and project updates to ensure all work tasks and deliverables complied with the established quality control procedures and were submitted on or before scheduled due dates. Ray also served as the **Engineer of Record** for the bridge plans, and the design of this project was completed seven months ahead of schedule. This project is currently under construction.



Existing

2. S-107 (Alligator Road) Widening and Bridge Replacement – Florence County, SC

Key Personnel Role: Structures Design Manager and Lead Structural Engineer
Experience with Current Firm: Infrastructure Consulting & Engineering, PLLC
Project/Assignment Duration: Project 02/2016 – 07/2020, Assigned 10/2019 – 07/2020
Owner Contact Information: SCDOT, Brian Dix, PE, DixBD@scdot.org, (803) 737-1085
Design/Construction Value: \$74 Million

Project Description: Ray served as the **Structures Design Manager** and **Lead Structural Engineer** for the replacement of the existing three-span, 66-foot-long bridge over Alligator Branch as part of this seven-mile project to widen Alligator Road from a two-lane rural roadway to a three-lane section segment from US 76 to S-103 and to a five-lane curb and gutter section with sidewalk from S-103 to west of US 52. The new structure is a three-span, 100-foot-long reinforced concrete flat slab bridge constructed using staged construction. Ray was responsible for leading the structural design team to complete preliminary and final construction deliverables, and he coordinated with all disciplines to ensure adherence with the design specifications and project design criteria. Ray's additional responsibilities included coordination with the Project Manager, management of subconsultants and discipline leads, and quality control of all deliverables.



Existing

3. Emergency Bridge Package 2018-2B – Chesterfield County, SC

Key Personnel Role: Structures Design Manager and Lead Structural Engineer
Experience with Current Firm: Infrastructure Consulting & Engineering, PLLC
Project/Assignment Duration: Project 03/2019 – 12/2019, Assigned 03/2019 – 07/2019
Owner Contact Information: SCDOT, Brad Reynolds, PE, reynoldsbs@scdot.org, (803) 737-1440
Design/Construction Value: \$6.75 Million



Project Description: This project involved the replacement of four bridges that were damaged as a result of flooding and erosion from heavy rains caused by Hurricane Florence in September 2018. The damaged bridges consisted of 15-foot precast spans on timber piles, and the four replacement bridges consisted of reinforced concrete end bents on HP piles, interior bents on two diameter drilled shafts, and prestressed concrete hollow-core slabs. Ray served as the **Structures Design Manager and Lead Structural Engineer** responsible for final design and plans development for all four bridges. His additional responsibilities included management of design staff, coordination with discipline leads and subconsultants, and quality control of final deliverables.



4. S-669 Bridge Replacement over Maple Swamp – Horry County, SC

Key Personnel Role: Structures Design Manager and Lead Structural Engineer
Experience with Current Firm: Infrastructure Consulting & Engineering, PLLC
Project/Assignment Duration: Project 02/2020 – 01/2022, Assigned 03/2020 – 01/2022
Owner Contact Information: SCDOT, Brian Dix, PE, DixBD@scdot.org, (803) 737-1085
Design/Construction Value: \$2.74 Million

Project Description: This low volume bridge replacement involves the removal of the 60-foot-long and 27.5-foot-wide concrete bridge structure and constructing a new concrete flat slab bridge. The new bridge will include three spans that are a total of 110 feet long and 30.25 feet wide. The new superstructure will have end bents supported on steel piles and interior bents supported by prestressed concrete piles. As the **Structures Design Manager and Lead Structural Engineer**, Ray managed the structural design and plans production effort and was also responsible for preparing a bridge alternative study, development of cost estimates and special provisions, completing a load capacity rating in accordance with SCDOT's Load Rating Guidance Document, quality control of final deliverables, and coordination with the Project Manager, design team, and subconsultants. In an effort to minimize road closure time, the design was completed well ahead of schedule, allowing the project to be let almost six months ahead of schedule.



5. Carolina Crossroads (Phase 2) – Broad River Road at I-20 Interchange – Columbia, SC

Key Personnel Role: Structures Design Manager and Lead Structural Engineer
Experience with Current Firm: Infrastructure Consulting & Engineering, PLLC
Project/Assignment Duration: Project 08/2021 – Present, Assigned 08/2021 – Present
Owner Contact Information: SCDOT, Chris Lacy, lacycr@scdot.org, (803) 737-1419
Design/Construction Value: \$127 Million



Project Description: This is the second phase of the five-phase \$1.7 Billion Carolina Crossroads program and consists of the re-design and construction of the interchange at I-20 and Broad River Road. The new interchange will be an Offset Diverging Diamond Interchange (ODDI). Ray serves as the **Structures Design Manager and Lead Structural Engineer** responsible for management of all structural aspects of the project; including three new bridges to replace the existing US 176 bridge, numerous retaining walls, custom drainage boxes, and bifurcated barrier walls. He attends weekly meetings with the Contractor and the design team to coordinate design efforts, ensure deliverables are consistent, and to address any topics of interest or concern. Ray oversees and directs the day-to-day efforts of a team of structural engineers and technicians for the development of the final design and plans that will be used for construction. He also manages the quality control efforts, ensuring deliverables are technically sound and free of errors/omissions. Currently bridge plans have been submitted and released for construction (RFC) on Bridge 42b. Ray's Team is a couple weeks away from submitting RFC plans on Bridge 44, and Bridge 42a final plans are scheduled for submission on August 31, 2022.



- 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.
As Lead Design Engineer, Ray will not be required to be on-site full time for the duration of construction, so this section is not applicable.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:
Donato Aguirre Mondragon, Lead Superintendent

b. Role of Key Individual for this Project:
Construction Manager

c. Name of Firm with which you are now associated:
The Lane Construction Corporation



d. Years of Experience: With this Firm 20 Years With Other Firms 30 Years

Employment History:

The Lane Construction Corporation: Lead Structures Superintendent – Responsibilities include management and oversight of overall project progress, including engineering and field operations, scheduling, safety, quality, and budget. 2016 – Present

The Lane Construction Corporation: Assistant Superintendent – Responsible for all routine on-site project administration, scheduling, and engineering. 2011 – 2016

The Lane Construction Corporation: Senior Foreman – Collaborated with and supported the Project Engineer to complete projects on time and within budget while maintaining quality and meeting owner expectations. Managed engineering staff and held responsibility for successful completion of assigned operations. 2010 – 2011

The Lane Construction Corporation: Foreman – Served as a liaison between contractors, superintendents, foremen, estimators, and engineers on a single project basis. Also provided project-specific pre-construction services. 2002 – 2010

1991 – 2002:

Odebrecht S.A.: Foreman

Traylor Bros, Inc.: Carpenter

Scott Bridge Company: Carpenter

Republic Construction Company: Laborer/Carpenter

e. Education:
Ignacio Lopez Megon High School / Michoacan, MX / 1983

f. Active Registrations: N/A

g. Document the extent and depth of your experience and qualifications relevant to the Project.

1. I-40/I-77 Interchange D-B – Iredell County, NC

Key Personnel Role: Lead Structures Superintendent
Experience with Current Firm: The Lane Construction Corporation
Project/Assignment Duration: Project: 2018-Ongoing, Assigned 2019-Present
Owner Contact Information: NCDOT, Matthew Evans, PE, mevans8@ncdot.gov, (704)
Design/Construction Value: 380-6050 \$260.3 million

Project Description: This \$260 million design-build project includes the reconstruction of the existing I-40/I-77 cloverleaf interchange to a turbine system-to-system interchange on a critical junction in NC. The project widens I-40 (concrete) and I-77 (asphalt) in each direction for 1-2 miles along two of North Carolina's main corridor interstate facilities and modifies additional interchanges. Donato directed field personnel for the construction of 14 bridges, one box culvert, MSE and soil nail retaining walls, and sound walls. Bridge work consisted of 337,000 SF of deck, including a 2,288-ft flyover spanning environmentally sensitive wetlands.



2. I-85 Widening D-B – Rowan & Cabarrus Counties, NC

Key Personnel Role: Lead Structures Superintendent
Experience with Current Firm: The Lane Construction Corporation
Project/Assignment Duration: Project 2016-2020, Assigned 2016-2019
Owner Contact Information: NCDOT, Kelly Seitz, PE, kseitz@ncdot.gov, (704) 630-3220
Design/Construction Value: \$160.3 million

Project Description: This design-build project widened 5.9 miles of I-85 to an 8-lane facility from north of Lane Street to north of the US 29/US 601 Connector. Four travel lanes (two in each direction) were added to improve traffic flow. The widening and improvements increased roadway capacity and improved traffic operations and increased accessibility to I-85 in a high-volume corridor. Donato directed field personnel for the construction of eight bridges (six over I-85, on over US 29, and one over NS Railroad), three box culverts, and MSE retaining walls.



3. CATS LYNX Blue Line Extension B & C Civil and Roadway – Mecklenburg County, NC

Key Personnel Role: Assistant Superintendent
Experience with Current Firm: The Lane Construction Corporation
Project/Assignment Duration: Project: 2014-2017, Assigned 2014-2016
Owner Contact Information: City of Charlotte, Jill Brim, PE, jmbrim@ci.charlotte.nc.us (704) 651-3809
Design/Construction Value: \$132.7 Million

Project Description: Lane provided civil and roadway work for Segments B and C of the Blue Line Extension of the Charlotte light rail for heavy civil infrastructure improvements necessary to lay the final 4.8 miles of track. Major highlights include four structural steel bridges, which carry the light rail over existing roadways; one precast concrete girder bridge; and one cast-in-place/cut and cover tunnel. Donato assisted with field personnel, daily/weekly schedules, and construction operations. He managed field operations, coordinated work with other superintendents and subcontractors, assisted with on-the-job training, and coordinated equipment and crews.



4. Broad River Bridge Replacement D-B – Columbia, SC

Key Personnel Role: Assistant Superintendent
Experience with Current Firm: The Lane Construction Corporation
Project/Assignment Duration: Project 2010-2014, Assigned 2012-2014
Owner Contact Information: SCDOT, Christopher Kelly, kellycs@scdot.org, (803) 786-0706
Design/Construction Value: \$24 million

Project Description: This bridge replacement project involved replacing the four-lane bridge over the Broad River and the Broad River Canal in Columbia, SC. The new structure is 1,100 feet long and 890 feet wide and consists of four travel lanes, two bicycle lanes, and two sidewalks. Donato supervised field personnel, provided daily/weekly schedules, and oversaw construction operations. He coordinated work with superintendents and subcontractors, assisted with on-the-job training, and coordinated equipment and crews.



5. US 17 ACE Basin Bridge D-B – Colleton County, SC

Key Personnel Role: Sr. Foreman / Assistant Superintendent
Experience with Current Firm: The Lane Construction Corporation
Project/Assignment Duration: Project: 2010-2013, Assigned 2010-2012
Owner Contact Information: SCDOT, Daniel Burton, PE, burtond@scdot.org, (843) 844-2687
Design/Construction Value: \$76 Million

Project Description: This \$76 million design-build project consisted of the widening of 14.6 miles of US 17 from a two-way road to a four-lane divided highway. The project involved design, ROW purchase, environmental permitting, utility relocation, highway construction, three bridges, and one box culvert. Donato supervised construction of all structural work, including the CSX railroad bridge (140-foot single span), the Ashepoo River Bridge (420-foot, 8-span), and the Tupelo Swamp Bridge (90-foot flat slab). He oversaw bridge demolition, managed three bridge crews and five cranes, planned and scheduled work, ordered materials, and managed specialty subcontractors.



- 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.
Donato currently serves as the Lead Superintendent on the NCDOT I-40/I-77 Interchange in Iredell County, NC. This project is scheduled for completion in the middle of 2023, at which point he will transition to this project on a full-time basis on site.

Work History & Quality Forms (3.5.1)

Contractor:

CATS LYNX Blue Line Extension B&C Civil and Roadway

SCDOT I-85 Widening Phase III

NCDOT I-85 Widening Design-Build

Designer:

SCDOT Emergency Bridge Package 2018-1


SCDOT Emergency Bridge Package 2018-2B

SCDOT Emergency Bridge Package 4

APPENDIX B





WORK HISTORY AND QUALITY FORM – CONTRACTOR

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design	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: CATS LYNX Blue Line Extension B&C Civil and Roadway Location: Mecklenburg County, NC	Name: Bid-Build (no designer on team)	Name of Owner: City of Charlotte Project Manager: Jill Brim, PE Phone: 704-651-3809 Email: jmbrim@ci.charlotte.nc.us	Construction: November 2017	\$132,700	\$132,700
g. Narrative describing the work performed by Lead Contractor					
<div><div><p>Project Description: The Blue Line Extension (BLE) was a 9.3 mile extension of the existing LYNX Blue Line from the 7th Street Station in Center City Charlotte to the University of North Carolina at Charlotte (UNCC) campus. Includes 11 new light rail stations, with approximately 3,100 parking spaces at four stations with parking facilities. The BLE also includes approximately 20 at-grade crossings of streets and approximately 11 grade separation structures over or under roads, railroads, and environmental features. The entire program is approximately \$1.6 billion in construction.</p><p>Lane provided civil and roadway work for Segments B and C of the BLE, which comprises heavy civil infrastructure improvements necessary to lay the final 4.8 miles of track, the majority of which runs down the median of Tryon Road. Some of the major highlights of Lane’s work include, four structural steel bridges to carry the light rail over the existing roadways at Old Concord Road, the I-85 Connector, University City Blvd and WT Harris Road; one precast concrete girder bridge to carry the light rail over Toby Creek on the UNCC Campus; one cast-in-place/cut and cover tunnel to carry the northbound lanes of Tryon Road over the light rail; 45,000 LF of new storm drainage; 158,00 TN of asphalt pavement; and 185,000 MSE retaining walls.</p><p>The project required extensive blasting and vibration monitoring/controlling in an urban area. Overhead utilities were protected by blankets over the ground during blasting operations. UNCC had an engineering office that regularly performed testing and experiments and was highly sensitive to vibration. To accommodate this, Lane modified blasting operations to prevent interference with these tests. Approximately 100 small shots were used to blast an estimated 20,000 cubic yards of rock. Lane also identified a nearby veterinarian’s hospital as a sensitive area during pre-blast inspection. Although the hospital was outside of the 500-foot radius required by the specifications, Lane elected to provide a third monitoring station, beyond the contract requirements, to monitor the hospital.</p></div><div><div>RELEVANCE:<ul style="list-style-type: none">✓ Bridge/Structure Construction✓ Environmental Support & Compliance✓ Coordination with Multiple Area Stakeholders</div></div></div> <div><p>Key Individual name/role/time on the project: Jeff Nichols / Segment Controller (2016 – 2017); Matt Miltner / Assistant Project Engineer (2014 – 2016); Donato Aguirre / Assistant Superintendent (2014 – 2016)</p></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lane’s performance on the project to identify Lead Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>The project experienced substantial delays from the onset due to extended utility relocations, which prevented Lane’s receiving NTP for large portions of the project. These delays threatened to delay not only Lane’s portion of the work but also the project revenue service date for CATS and by so doing the financial stability of the project for the City of Charlotte. Lane, recognizing this position, put together an acceleration plan, which would allow Lane to absorb the 9-month utility delay and still achieve substantial completion in time for revenue service. Over the course of the project, Lane became the go-to contractor for the City of Charlotte, taking on 278 owner-requested change orders, which covered scope gaps between other contracts, and accelerated the overall program schedule. By working closely with the City of Charlotte, Lane was able to avoid major claims, disputes and proceedings between the Lead Contractor and the Owner. The only claims on the project were pass through claims between Lane’s sub and the City of Charlotte.</p>					
i. Quality Initiatives. Discuss Lane’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>One of Lane’s successful project quality initiatives concerned plans management. This project received numerous revisions and required careful attention to drawings, revisions, technical memos and other forms working drawings supplied by the owner’s designer. Lane implemented a digital plan monitoring system that kept the entire project staff up to date with the latest information, which reduced rework. Since, the project required an interface between multiple other contractors under different contracts for the City of Charlotte, Lane championed coordination meetings between all involved contractors to coordinate scope and schedule. This enhanced the quality of the project, as scope gaps were uncovered and changes were made as needed to accommodate follow on contract work. Lane successfully met the owner’s quality program, including daily, weekly and monthly reporting and reviews.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lane shall provide a detailed explanation below.					
N/A					



WORK HISTORY AND QUALITY FORM – CONTRACTOR

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design	c. Contact information of the Client & their Project Manager who can verify Lane’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lane (in thousands)
Name: I-85 Widening Phase III Location: Cherokee County, SC	Name: Michael Baker International	Name of Owner: SCDOT Project Manager: Shane Parris, PE Phone: 864.490.0466 Email: parrissl@scdot.org	Construction: December 2022 (est)	\$181,700	\$181,700
g. Narrative describing the work performed by Lead Contractor					
<p>Project Description: This \$191 million design-build project includes the widening of 8.4 miles of I-85 from four to six lanes from the Broad River to the North Carolina/South Carolina state line, as well as improvements to existing interchanges and frontage roads. Five bridges require full replacement, including two staged-construction bridges and demolition and reconstruction of an existing Norfolk Southern Railroad bridge over I-85 to provide greater horizontal clearances and meet current design requirements. Interchanges will be improved at four locations: S-11-83, SC 5/198, S-11-99, and US 29. This project is 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 provide significant cost and schedule savings for SCDOT.</p> <p>Key Individual name/role/time on the project: Jeff Nichols / Project Manager (2019 – Present)</p>			 		
h. Self-Assessment. The information provided in this section should be a self-assessment of Lane’s performance on the project to identify Lead Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>The Lane team functions on a premise of early recognition to identify issues and potential delays before they can affect construction progression. One such potential issue on this project involved utility relocations. Following initial coordination with the utility stakeholders on this project, the forecasted schedule showed potential disruption. To adapt to this situation, Lane proactively revisited the work sequence and rearranged activities to allow construction to steadily continue as negotiation and coordination with the utility companies continued to resolution.</p> <p>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. The project is currently on schedule for completion.</p>					
i. Quality Initiatives. Discuss Lane’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>In 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, minimizing impacts to the traveling public. Our management team devised a solution to move construction on Exit 106 750 feet to the south to bypass the need for utility relocation and right-of-way acquisition, allowing for significant cost and schedule savings. Lane has conducted meetings bi-weekly with the design team to stay ahead of project issues, resolve unforeseen items, coordinate utilities, and work through items brought to our attention by SCDOT and the CEI team. In addition, regular owners meetings with SCDOT are held to discuss progress, schedules, and unresolved items. This proactive approach has produced solid results in mitigating and resolving issues due to effective project management leadership and the team.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lane shall provide a detailed explanation below.					
<div></div> <div></div> <div></div>					



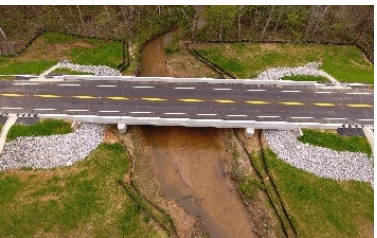

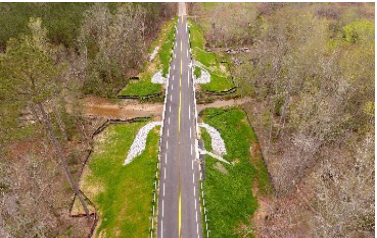

WORK HISTORY AND QUALITY FORM – CONTRACTOR

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design	c. Contact information of the Client & their Project Manager who can verify Lane’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lane (in thousands)
Name: I-85 Widening Design-Build Location: Cabarrus & Rowan Counties, NC	Name: HDR Engineering, Inc. of the Carolinas	Name of Owner: NCDOT Project Manager: Kelly Seitz, PE Phone: 704.630.3220 Email: kseitz@ncdot.gov	Construction: November 2020 Design: October 2016	\$160,325	\$160,325
g. Narrative describing the work performed by Lead Contractor.					
<p>Project Description: 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.</p> <p>To complete this project, eight (11 with change orders) bridges 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.</p> <p>Known for expertise in complex interchange construction, the Lane team implemented improvements at the NC 152 and US 29/US 601/NC 152 interchanges. These two interchanges together replace the existing non-standard interchange, improving both traffic safety and efficiency. Safe and efficient travel through the work zone was facilitated by a comprehensive Traffic Management Plan and use of a temporary median access ramp.</p>			 <div><p>RELEVANCE:</p><ul style="list-style-type: none">✓ Design-Build✓ Bridge/Structure Construction✓ Environmental Support & Compliance✓ Coordination with Area Stakeholders</div>		
<p>Key Individual name/role/time on the project: Jeff Nichols / Segment Controller (2016 – 2017); Matt Miltner / Project Engineer (2016 – 2019); Donato Aguirre / Lead Superintendent (2016 – 2019)</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lane’s performance on the project to identify Lead Contractors with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>This project experienced delays related to additional scope of work from the owner, NCRR, and Norfolk Southern Railroad issues, 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.</p>					
i. Quality Initiatives. Discuss Lane’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>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, Lane’s Fred White, managed all quality coordination with the owner and was well received for his extensive efforts. Success on this project was the direct result of this type of partnering (including among project management staff) with the owner, leading to a high-quality project that was delivered safety on time and on budget. Additionally, this partnering effort led to the resolution of all issues encountered over the course of the project.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lane shall provide a detailed explanation below.					
N/A					





WORK HISTORY AND QUALITY FORM – DESIGNER

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project construction	c. Contact information of the Client & their Project Manager who can verify ICE, PLLC’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 ICE, PLLC (in thousands)
Name: Emergency Bridge Package 2018-1 Location: Orangeburg and Dillon Counties, SC	Name: United Infrastructure Group, Inc.	Name of Owner: SCDOT Project Manager: Jae Mattox, PE Phone: 803.737.1805 Email: mattoxjh@scdot.org	October 2019	\$8,745	\$1,100 (Design) + \$145 (QC Inspection)
g. Narrative describing the work performed by ICE, PLLC. Include the office location(s) where the design work was performed and whether ICE, PLLC was the lead designer or a sub-consultant.					
<p>Project Description: ICE served as the Primary Design Consultant responsible for successfully delivering all engineering services required for this Design-Build (DB) project which involved the replacement of three bridges including S-50 (Four Holes Road) over Interstate 26 in Orangeburg County and S-45 (Lester Road) over Little Pee Dee River and Swamp in Dillon County. The original 266’ S-50 Bridge (which was severely damaged by vehicular impact and subsequently demolished in March 2018) was replaced with a two-span, 45” deep Florida I-Beam bridge with a cast-in-place concrete interior bent supported by pile footings and MSE walls in front of pile-supported integral end bents. The design also allowed for two lanes of future widening in each direction of I-26 to the inside providing a 72’ clear opening for both directions of traffic. The bridge replacements on S-45 consisted of prestressed hollow-cored slab superstructures with prestressed pile-supported interior bents at both sites. All three bridges required formal seismic analysis and design in accordance with the SCDOT Seismic Design Specifications, and the S-50 site required a pushover analysis.</p> <p>S-50 (Four Holes Rd.) over I-26, Orangeburg County The original bridge consisted of 5 spans for a total length of 266’ and the new bridge consists of two 90’ spans, Type III prestressed girders, and MSE walls placed in front of steel pile-supported end bents that provided the most rapidly constructible and economical solution. The proposed structure was constructed on the existing alignment and required a minor vertical profile adjustment to satisfy the required minimum of 17’-0” above I-26. The interior bent will consists of two columns with steel pile-supported footings. Locating the proposed interior bent in the center of the median allowed conflicts to be avoided with any foundation elements of the original bridge. Our Team proposed a jointless bridge with integral end bents to minimize future maintenance concerns. The proposed bridge geometry allowed for future widening of I-26 to the inside (up to two additional lanes in each direction), providing a 72’ clear opening for both eastbound and westbound traffic.</p> <p>S-45 (Lester Rd.) over Little Pee Dee Swamp & Little Pee Dee River, Dillon County The S-45 project involved a multiple crossing of two bridges, one main bridge over the Little Pee Dee River and one swamp relief bridge. The main river bridge and the swamp bridge were substantially damaged by scour from flooding associated with Hurricane Matthew in October 2016, making replacement necessary for the bridges. The road was closed to traffic until the bridges were replaced. A one-dimensional multiple-opening HEC-RAS model was developed for the crossing, setting optimal span arrangements and elevations for the two replacement bridges. Scour studies were conducted for the two proposed new bridges, using a combination of HEC-18 and USGS Scour Envelope Curve methods. Because the bridge crossings are in a swampy environment with poorly defined stream channels, much judgment had to be exercised in developing predicted scour depths and profiles.</p> <p>Design Location: ICE Former Corporate Office Columbia, SC</p> <p>Key Individuals: No key individuals were involved in this project</p>			 		
<div>RELEVANCE:<ul style="list-style-type: none">✓ Design Build✓ Minimization of design and construction impacts to wetlands✓ USACE permit required✓ Bridge work near overhead power lines requiring lines to be shielded & de-energized✓ Contract included right of way acquisitions</div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of ICE, PLLC’s performance on the project to identify Lead Designers/Major Sub-consultants with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Designers/Major Sub-consultants that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Our Team used the Concept Plans provided by SCDOT as a starting point and made adjustments to optimize the design and reduce environmental impacts wherever possible. Since the existing roadways were closed to traffic, construction proceeded on-alignment without the need for traffic control.					
i. Quality Initiatives. Discuss ICE, PLLC’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.					
Given the urgency to re-open the roads to traffic, SCDOT required all three bridges to be constructed within 323 calendar days from the Notice to Proceed which was issued on September 3, 2018. The design was completed on an accelerated schedule with released for construction plans being issued for the S-50 site 95 days after the notice to proceed. The plans for the S-45 bridges were released for construction 123 days after the notice to proceed. All submittals were made on time and the SCDOT was pleased with the efficiency of the plan submittal and review process. ICE completed their scope of work on budget and met UIG’s schedule for delivery of all construction documents.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, ICE, PLLC shall provide a detailed explanation below.					
N/A					

WORK HISTORY AND QUALITY FORM – DESIGNER

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project construction	c. Contact information of the Client & their Project Manager who can verify ICE, PLLC’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 ICE, PLLC (in thousands)
Name: Emergency Bridge Package 2018-2B Location: Chesterfield County, SC	Name: United Infrastructure Group, Inc.	Name of Owner: SCDOT Project Manager: Brad Reynolds, PE Phone: 803.737.1440 Email: reynoldsbs@scdot.org	Construction: December 2019 Design: July 2019	\$6,750	\$1,033 (Design) + \$105 (QC Inspection)
g. Narrative describing the work performed by ICE, PLLC. Include the office location(s) where the design work was performed and whether ICE, PLLC was the lead designer or a sub-consultant.					
<p>Project Description: ICE is the Primary Design Consultant responsible for successfully delivering all engineering services required for this Design-Build (DB) project which involves the replacement of four bridges including S-243 (Buchanan Bridge Road) Bridge over Adams Creek, S-138 (Bo Melton Loop) Bridge over Little Black Creek, S-757 (Davis Rivers Road) Bridge over Jimmies Creek, and S-34 (Wamble Hill Road) Bridge over Deep Creek in Chesterfield County. All four bridges were damaged as a result of flooding and erosion from heavy rains caused by Hurricane Florence in September 2018. The existing bridges consist of 15' precast spans on timber piles. Design is complete for all four bridges, and they are currently under construction.</p> <p>S-243 (Buchanan Bridge Road) Bridge over Adams Creek The new bridge will consist of a 120' three-span bridge (25'-70’-25') with reinforced concrete end bents founded on HP piles and an interior bent founded on two 3'-6" diameter drilled shafts supporting 3'-0" X 2’-0" prestressed concrete hollow-core slabs with an asphalt riding surface. (pictured top right)</p> <p>S-138 (Bo Melton Loop) Bridge over Little Black Creek The new bridge will consist of a 100' three-span bridge (20'-60'-20’) with reinforced concrete end bents founded on HP piles and an interior bent founded on two 3'-6" diameter drilled shafts supporting 3'-0" X 2'-0" prestressed concrete hollow-core slabs with an asphalt riding surface. (pictured bottom left)</p> <p>S-757 (Davis Rivers Road) Bridge over Jimmies Creek The new bridge will consist of a 110' three-span bridge (20'-70'-20’) with reinforced concrete end bents founded on HP piles and an interior bent founded on two 3'-6" diameter drilled shafts supporting 3'-0" X 2'-0" prestressed concrete hollow-core slabs with an asphalt riding surface. (pictured bottom right)</p> <p>S-34 (Wamble Hill Road) Bridge over Deep Creek The new bridge will consist of an 106' two-span bridge (45'-61') with reinforced concrete end bents founded on HP piles and an interior bent founded on two 3'-6" diameter drilled shafts supporting 3'-0" X 2'-0" prestressed concrete hollow-core slabs with an asphalt riding surface. (pictured top left)</p> <p>Design Location: ICE Former Corporate Office: Columbia, SC</p> <p>Key Individual name/role/time on the project: Ray Spence / Structural Design Manager (03/2019 -12/2019)</p>			<div></div> <div><p>RELEVANCE:</p><ul style="list-style-type: none">✓ Design Build✓ Minimization of design and construction impacts to wetlands✓ Accelerated Schedule – 4 bridges replaced in 5 months✓ Contract included right of way acquisitions</div>		
h. Self-Assessment. The information provided in this section should be a self-assessment of ICE, PLLC’s performance on the project to identify Lead Designers/Major Sub-consultants with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Designers/Major Sub-consultants that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Roadway, bridge, geotechnical and hydraulic design were performed by ICE. Performing all of the design functions in house was one of the keys to having a successful communication plan. The design team also developed a very detailed schedule pre-bid so that as soon as our team was announced the winning proposer we were able to go to work immediately on scheduling critical tasks such the geotechnical investigation for each site. Insight Group LLC did all of the drilling and soils testing. This was the first Design-Build project that required the contractor to perform bridge load capacity ratings. ICE used AASHTOWare’s Bridge Rating (BrR) computer program to perform this task on each structure.</p>					
i. Quality Initiatives. Discuss ICE, PLLC’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>Since the project had to be substantially complete within 200 days from Notice to Proceed, all preconstruction tasks had to be completed on an accelerated schedule. The submittal process was shortened by eliminating the preliminary plans submittal. Our team advanced the hydraulic design pre-bid so that we could submit HEC-RAS models for each site soon after NTP. This enabled the DOT to review our conceptual plans with the hydraulic models and provide the approvals needed to move to final design at each site. The geotechnical investigation, all design, and reviews were completed in just 63 days from the notice to proceed. ICE delivered the RFC bridge and roadway plans for each site ahead of schedule and exceeded the contractors expectations.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, ICE, PLLC shall provide a detailed explanation below.					
Not Applicable.					

WORK HISTORY AND QUALITY FORM – DESIGNER

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project construction	c. Contact information of the Client & their Project Manager who can verify ICE, PLLC’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 ICE, PLLC (in thousands)
Name: Emergency Bridge Replacement Package 4 Location: Kershaw, Richland, and Williamsburg Counties, SC	Name: United Infrastructure Group, Inc.	Name of Owner: SCDOT Project Manager: William “Tyke” Redfearn III, PE Phone: 803.737.1430 Email: RedfearnWT@scdot.org	Construction: September 2017 Design: December 2015	\$11,700	\$945
g. Narrative describing the work performed by ICE, PLLC. Include the office location(s) where the design work was performed and whether ICE, PLLC was the lead designer or a sub-consultant.					
<p>Project Description: ICE served as the Primary Design Firm for this project that consisted of all work necessary, at four separate locations, to remove the remainder of the existing bridges and to construct new bridges, including the associated roadway and drainage work necessary to tie the new approaches to the existing roadways.</p> <p>As the result of flooding, the existing structures were damaged beyond repair. The four locations are described below</p> <ul style="list-style-type: none">Pine Grove Road over Twenty-Five Mile Creek in Kershaw County (Top Right) - New bridge consists of: 260’ long, 3 Spans, Prestressed Concrete Beams, Steel Piles at End Bents, and Interior Bents Supported by Drilled Shaft. Work also included repairs to the roadway embankments damaged during flooding.Congress Road over Jumping Run Creek in Richland County(Top Left) - New bridge consists of 110’ long, 2 Spans, Prestressed Concrete Hollow Core Slabs, Steel Piles at End Bents, and Interior Bent Supported by Prestressed Concrete Piles.Rockbridge Road over Spring Lake (Bottom Left) in Richland County - New bridge consists of: 120’ long, 3 Spans, Prestressed Concrete Hollow Core Slabs, Steel Piles at End Bents, and Interior Bents on Prestressed concrete piles.Battery Park Road over Black Mingo Creek in Williamsburg County (Bottom right) - New bridge consists of: 164’ long, 3 Spans, Prestressed Concrete Hollow Core Slabs, Steel Piles at End Bents, and Interior Bents Supported by Prestressed Concrete Piles. Work also included repairs to the roadway embankments damaged during flooding. <p>ICE was responsible for bridge design, utility coordination and all associated roadway and drainage work necessary to tie the new approaches to the existing roadways and repairing roadway embankments damaged during flooding. A variety of bridge replacement options were used. The superstructures of the four bridges consist of cored slabs, flat slabs, and beams. All four bridge sites were in FEMA special flood hazard zones therefore no rise/no impact studies were produced for three of the sites.</p> <p>The fourth site required the production of a FEMA letter of map revision (LOMR). The LOMR was approved with no comments by FEMA.</p> <p>Design Location: ICE Former Corporate Office – Columbia, SC</p> <p>Key Individuals: No key individuals were involved in this project.</p>			   	<div><div>✓ Design Build</div><div>✓ Minimization of design and construction impacts to wetlands</div><div>✓ Accelerated Schedule – 4 bridges replaced in 5 months</div><div>✓ Contract included right of way acquisitions</div></div>	
h. Self-Assessment. The information provided in this section should be a self-assessment of ICE, PLLC’s performance on the project to identify Lead Designers/Major Sub-consultants with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Designers/Major Sub-consultants that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Design work for all four sites was completed in 89 days (started on 12/16/2015 and finished on 3/14/2016). Effective communication along with long established working relationships with our subconsultants (F&ME and CSS) and UIG resulted in a project that was finished under budget and without claims, dispute proceedings, litigation and arbitration.					
i. Quality Initiatives. Discuss ICE, PLLC’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 design schedule was developed during the proposal phase and strictly followed during the first three months of the project. All submittals went through a thorough QC process along with over the shoulder reviews by UIG staff. This attention to detail resulted in only a few RFI’s and plan revisions during construction.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, ICE, PLLC shall provide a detailed explanation below.					
Not Applicable					

Work History & Quality Forms (3.5.2)

Contractor:

FL Turnpike from Osceola Parkway to Beachline Expressway

IH35W Corridor Improvement

APPENDIX C

Legal and Financial

Financial Capacity Statement

Bonding Capacity

Organizational Agreements N/A

APPENDIX D



July 13, 2022

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 – Contract ID 1162220 (the "RFQ")
Bridge Package 14, Design-Build Project, Cherokee County (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,

Paul H. Cyril

Executive Vice President & Chief Financial Officer

On this 13th day of July, 2022, before me, Maryanne Miranda, a Notary Public for Connecticut, personally appeared Paul H. Cyril, 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: October 31, 2022

Organizational Conflicts of Interest

Lane Construction Corporation Signed Certification

APPENDIX E

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

- ☒ Determined that no potential organizational conflict of interest exists.
☐ Determined a potential organizational conflict of interest as follows:

Attach additional sheets as necessary.

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


Signature

7/14/22
Date

David J. Rankin
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

Confidential or Proprietary Information Summary List

APPENDIX F

Appendix F.

Confidential and Proprietary Information Page List

The following sections of this Statement of Qualifications are considered confidential and should not be disclosed under the South Carolina Freedom of Information Act:

Appendix D: Legal & Financial – Bonding Capacity Information Pages 24-30

Appendix B: I-85 Widening Phase III, Section J Page 14

Appendix C: Work History & Quality FormsPages 20 and 21

Addendum Receipt Forms

APPENDIX G

NOTICE OF RECEIPT
Bridge Package 14
Design-Build – Contract ID 1162220
Cherokee County

Addendum 1

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

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

Confirmation Statement:

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

George A.
Hassfurter

Digitally signed by George
A. Hassfurter
Date: 2022.07.19 14:32:59
-04'00'

PROPOSER's Signature

7/19/22

Date

George Hassfurter

Printed Name

For: The Lane Team
Design-Build Team Name



Key Individual and Contractor / Designer Reference Forms

Key Individual References

Contractor / Designer References



APPENDIX H

Email	First Name	Last Name	Key Individual Name	Project Name	Role of Key Individual	Team
parrissl@scdot.org	Shane	Parris, PE	Jeff Nichols	I-85 Widening Phase III D-B – Cherokee County, SC	Project Manager	Lane
rick.vallier@dot.state.fl.us	Rick	Vallier, PE	Jeff Nichols	Wekiva Parkway Section 8 Interchange D-B – Seminole County, FL	Chief/Corporate Engineer	Lane
mevans8@ncdot.gov	Matthew	Evans, PE	Jeff Nichols	I-40/I-77 Interchange D-B – Iredell County, NC	Chief/Corporate Engineer	Lane
kseitz@ncdot.gov	Kelly	Seitz, PE	Jeff Nichols	I-85 Widening D-B – Rowan & Cabarrus Counties, NC	Segment Controller	Lane
jmbrim@ci.charlotte.nc.us	Jill	Brim, PE	Jeff Nichols	CATS LYNX Blue Line Extension B & C Civil and Roadway – Mecklenburg County, NC	Segment Controller	Lane
mevans8@ncdot.gov	Matthew	Evans, PE	Matt Miltner, PE	I-40/I-77 Interchange D-B – Iredell County, NC	Structures Project Manager	Lane
kseitz@ncdot.gov	Kelly	Seitz, PE	Matt Miltner, PE	I-85 Widening D-B – Rowan & Cabarrus Counties, NC	Project Engineer	Lane
jmbrim@ci.charlotte.nc.us	Jill	Brim, PE	Matt Miltner, PE	CATS LYNX Blue Line Extension B & C Civil and Roadway – Mecklenburg County, NC	Assistant Project Engineer	Lane
mccrump@ncdot.gov	Mike	Crump	Matt Miltner, PE	I-485/I-85 Interchange D-B – Mecklenburg County, NC	Job Engineer	Lane
Bradley.blevins@dot.gov	Bradley	Blevins	Matt Miltner, PE	Foothills Parkway D-B – Blount County, TN	Field Engineer	Lane
EdwardsTC@scdot.org	Tony	Edwards	Ray Spence, PE	SC 901 Bridge Replacement over Rocky Creek – Chester County, SC	Project Manager & Engineer or Record	ICE
DixBD@scdot.org	Brian	Dix, PE	Ray Spence, PE	S-107 (Alligator Road) Widening and Bridge Replacement – Florence County, SC	Structures Design Manager & Lead Structural Engineer	ICE
reynoldsbs@scdot.org	Brad	Reynolds, PE	Ray Spence, PE	Emergency Bridge Package 2018-2B – Chesterfield County, SC	Structures Design Manager & Lead Structural Engineer	ICE
DixBD@scdot.org	Brian	Dix, PE	Ray Spence, PE	S-669 Bridge Replacement over Maple Swamp – Horry County, SC	Structures Design Manager & Lead Structural Engineer	ICE
lacycr@scdot.org	Chris	Lacy	Ray Spence, PE	Carolina Crossroads (Phase 2) – Broad River Road at I-20 Interchange – Columbia, SC	Structures Design Manager & Lead Structural Engineer	ICE
mevans8@ncdot.gov	Matthew	Evans, PE	Donato Mondragon	I-40/I-77 Interchange D-B – Iredell County, NC	Lead Structures Superintendent	Lane
kseitz@ncdot.gov	Kelly	Seitz, PE	Donato Mondragon	I-85 Widening D-B – Rowan & Cabarrus Counties, NC	Lead Structures Superintendent	Lane
jmbrim@ci.charlotte.nc.us	Jill	Brim, PE	Donato Mondragon	CATS LYNX Blue Line Extension B & C Civil and Roadway – Mecklenburg County, NC	Assistant Superintendent	Lane
kellycs@scdot.org	Christopher	Kelly	Donato Mondragon	Broad River Bridge Replacement D-B – Beaufort County, SC	Assistant Superintendent	Lane
burtond@scdot.org	Daniel	Burton, PE	Donato Mondragon	US 17 ACE Basin Bridge D-B – Colleton County, SC	Assistant Superintendent	Lane



References from Previous Working Relationships Table

Email	First Name	Last Name	Company Name	Project Name	Team
parrissl@scdot.org	Shane	Parris, PE	SCDOT	I-85 Widening Phase III	The Lane Construction Corporation / ICE - CEI
mevans8@ncdot.gov	Matthew	Evans	NCDOT	I-40 / I-77 Interchange	The Lane Construction Corporation
jmbrim@ci.charlotte.nc.us	Jill	Brim, PE	The City of Charlotte	CAT LYNX Blue Line Ext. B&C	The Lane Construction Corporation

References from Work History Forms

Email	First Name	Last Name	Company Name	Project Name	Team
parrissl@scdot.org	Shane	Parris, PE	SCDOT	I-85 Widening Phase III	The Lane Construction Corporation
kseitz@ncdot.gov	Kelly	Seitz, PE	NCDOT	I-85 Widening Design-Build	The Lane Construction Corporation
jmbrim@ci.charlotte.nc.us	Jill	Brim, PE	City of Charlotte	CATS LYNX Blue Line Extension B&C Civil and Roadway	The Lane Construction Corporation
redfearnwt@scdot.org	Redfearn	Tyke	SCDOT	SCDOT Emergency Bridge Package 4	United & ICE Design-Build
mattoxjh@scdot.org	Jae	Mattox	SCDOT	SCDOT Emergency Bridge Package	United & ICE Design-Build
reynoldsbs@scdot.org	Brad	Reynolds	SCDOT	SCDOT Emergency Bridge Package 2018-2B	United & ICE Design-Build



Unique Entity ID Documentation

APPENDIX I

Appendix I.

Unique Entity ID

The following table includes the SAM.gov Unique Entity ID. For firms where the ID has not been assigned, the documentation indicating that an application was submitted is included.

Primary Contractor	Lane Construction Corporation.....	R1BYK4E3LAX7
Primary Designer	Infrastructure Consulting & Engineering, PLLC	JL1KHGKFCVF6
Geotech Investigations	SubTerra Exploration, LLC.....	QUMJZK54FKN8
R/W Acquisition	Colliers Engineering.....	Y7T1U2G8KZU8
Mitigation Coord.	Palustrine Group.....	JSEYCGFA2KT9