



Statement of Qualifications



Carolina Crossroads Phase 3C - I-20 Widening *Lexington County*

Project ID P043325 | June 19, 2024

submitted to:
South Carolina Department of Transportation

submitted by:
The Lane Construction Corporation

DESIGN-BUILD



3.2 Introduction

3.2.1 Contracting Entity – The Lane Construction Corporation (Lane) is the sole entity with whom SCDOT will be contracting. Jose Martin Alos (contact information below) has the authority to sign contracts on behalf of Lane. The project will be managed from Lane’s corporate headquarters in Charlotte with a local on-site contract office.

Name	Firm	Mailing Address	Phone	Email
Jose Martin Alos	Lane	6125 Tyvola Centre Drive Charlotte, NC 28217	Mobile: 404-702-1030	jmartinalos@laneconstruct.com

3.2.2 Proposer’s Points of Contact for Procurement

Name	Firm	Mailing Address	Phone	Email
Drew Baucom, PE	Lane	6125 Tyvola Centre Drive Charlotte, NC 28217	Office: 704-679-0535 Mobile: 704-201-1248	atbaucom@laneconstruct.com
David Taylor, PE, SE	Stantec	1411 Gervais St., Ste. 325 Columbia, SC 29201	Office: 803-904-7981 Mobile: 803-445-9692	david.taylor@stantec.com

3.2.3 Full Legal Name of Lead Contractor and Lead Designer – The Lane Construction Corporation is the full legal name of the Lead Contractor and will be the Proposer. **Stantec Consulting Services Inc.** (Stantec) is the full legal name of the Lead Design firm.

3.2.4 Unique Entity ID

Firm	Entity ID
The Lane Construction Corporation	R1BYK4E3LAX7
Stantec Consulting Services Inc.	X8T6DGVPHUY1

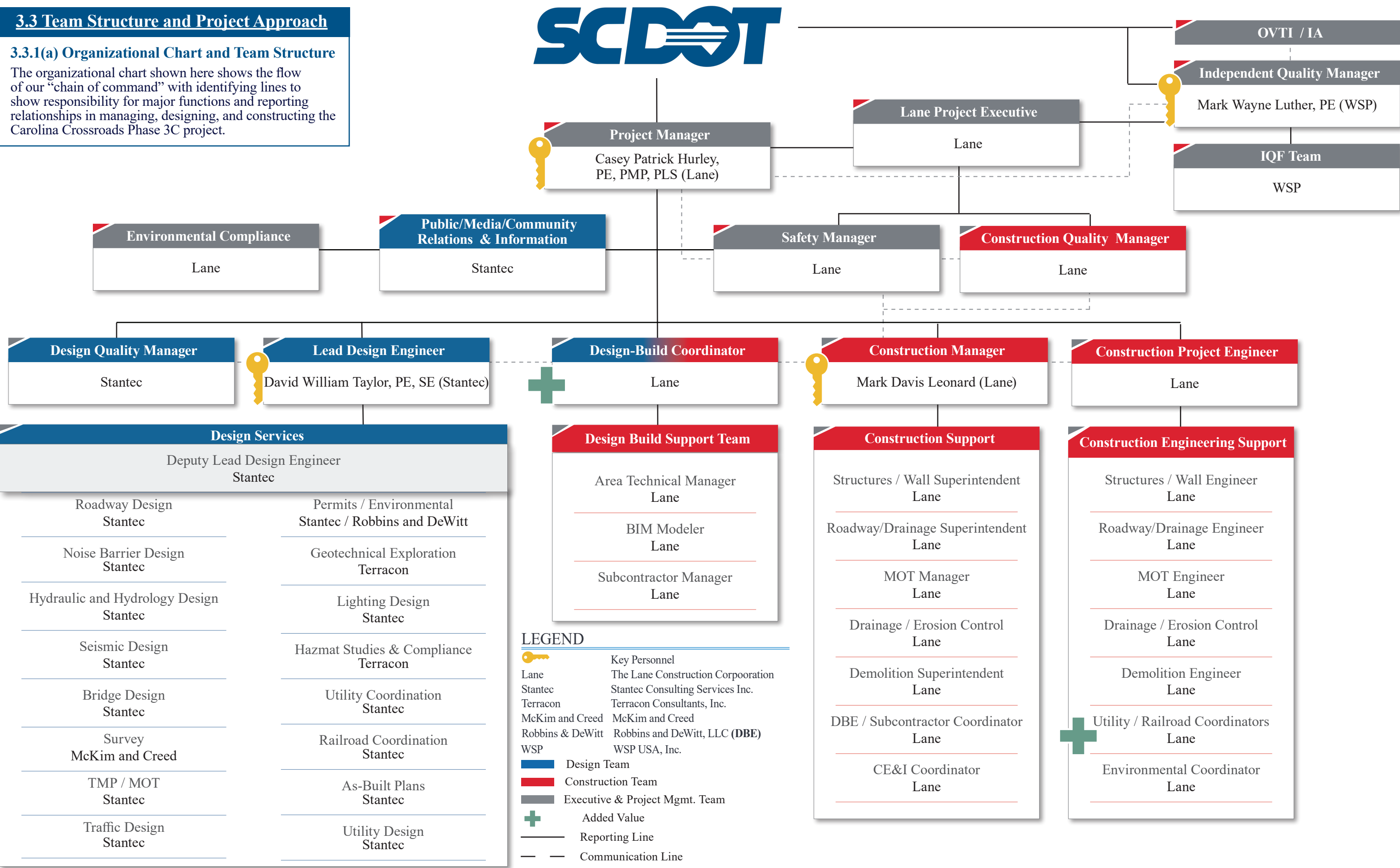
3.2.5 Commitment – Lane and Stantec (“Team”) have partnered to present SCDOT with an accomplished group of highly qualified firms that have teamed up to successfully deliver this design-build (D-B) project. Our Team provides local knowledge and resources, cost-effective and **schedule-conscious execution**, and extensive experience and familiarity with SCDOT’s design, construction, quality procedures, and expectations.

Lane and Stantec confirm the commitment that all Key Individuals identified within this SOQ are available for the duration of the Carolina Crossroads Phase 3C project. Our Team is committed to providing all necessary resources and personnel required to meet or exceed SCDOT’s quality and schedule expectations and successfully deliver the project safely and efficiently.

3.3 Team Structure and Project Approach




3.3.1(a) Organizational Chart and Team Structure

The organizational chart shown here shows the flow of our “chain of command” with identifying lines to show responsibility for major functions and reporting relationships in managing, designing, and constructing the Carolina Crossroads Phase 3C project.



3.3 Team Structure and Project Execution

3.3.1(b) Team Structure & Integration – Lane will serve as the sole contracting entity with SCDOT, with Stantec serving as Lead Designer under direct contract to Lane. Our Team brings in-depth knowledge of SCDOT processes, procedures, and communication protocols from our combined experiences. **Project Manager (PM) Casey Hurley, PE, PMP, PLS**, (Lane) will be the primary point of contact to SCDOT with full responsibility for project delivery and will be available to be on-site during all construction activities. A management team of direct reports will assist Casey in overseeing respective functions of the project, including design management, construction, safety, and project administration. **Construction Manager (CM) Mark Leonard** (Lane) will be on-site during project construction, reporting directly to Casey and managing and coordinating all field personnel, equipment, and daily construction operations. **Lead Design Engineer David Taylor, PE, SE**, (Stantec) will be responsible for all aspects of design, coordinating the work of all design functions and reporting to Casey. These three individuals form the core group to execute project design and construction activities. Stantec will manage the highly qualified subconsultants below.

Specialty Subconsultant	Expertise/Support Role
	Geotechnical and Hazmat Studies and Compliance: Columbia & Charleston, SC
	Survey: Charleston & Greenville, SC
	Certified DBE – Public Involvement, Permitting/Environmental: Columbia, SC

The independent quality control will be conducted by WSP USA, Inc. The **Independent Quality Manager, Mark Luther, PE (WSP)**, will confirm all workmanship/materials, quality, safety, and environmental compliance. He reports directly to Lane’s Project Executive and SCDOT’s Construction Manager and coordinates with Lane’s Project Manager.

Other Significant Functional Relationships: The Team also includes value-added positions that we deem critical to this project: **Design-Build (D-B) Coordinator, Utility Coordinator, and Railroad Coordinator**. The D-B Coordinator will report directly to the PM and coordinate with the Lead Design Engineer and CM. The D-B Coordinator will lead design development activities in cooperation with the design and construction teams, including coordinating submittals of drawings, overseeing preparation of early bid packages, coordinating preparation and approval of shop drawings, **coordinating and facilitating Bluebeam constructability plan reviews**, and conducting Owner and Team coordination meetings. The Utility and Railroad Coordinators will coordinate between the utility owners, CSX, and the Team to facilitate all design and construction activities.

These individuals will function as an integrated team, taking advantage of local access to resources, drawing on established, state-wide relationships, engaging in new technologies and innovative resources, and incorporating proven best practices and procedures acquired from years of organizational collaboration.

Local Offices

Lane:
Charlotte, NC

Stantec:
Charlotte, NC |
Columbia, Charleston
& Greenville, SC



3.3.1(c) Prior Teaming Experience

3.3.1(c) Prior Teaming Experience			
Project	Ref*	Firms	Key Individuals
Route 1 Improvements D-B, PWCDOT (2012–2016)	1	<u>Lane</u> : Lead Contractor <u>Stantec</u> : Lead Design Engineer	
495 Express Lanes D-B/P3, VDOT (2008–2012)	2	<u>Lane</u> : Contractor (JV) <u>Stantec</u> : Major Engineering Sub	
Dulles Metrorail Corridor Extension P3, MWAA (2009–2014)	3	<u>Lane</u> : Major Utility Relocation Sub <u>Stantec</u> : Major Engineering Sub	
I-40/77 Statesville D-B, NCDOT (2019–2024)	4	<u>Lane</u> : Lead Contractor <u>Terracon</u> : Geotech Constr. Svcs	Casey Hurley: Project Manager Mark Leonard: General Superintendent
I-85 Yadkin River D-B, NCDOT (2010–2013)	5	<u>Lane</u> : Contractor (JV) <u>Terracon</u> : Geotech Constr. Svcs	Casey Hurley: Senior Project Engineer
I-85 Widening D-B (Rowan), NCDOT (2016–2020)	6	<u>Lane</u> : Lead Contractor <u>Terracon</u> : Specialty Geotech Sub	Casey Hurley: Project Manager Mark Leonard: General Superintendent
US 76 Bridges, SCDOT (2018–2024)	7	<u>Stantec</u> : Lead Design Engineer <u>Terracon</u> : Geotechnical Designer	David Taylor: Project Manager
Arcadia Lakes Dr. Roadway & Bridge Replacement, SCDOT (2018–2024)	8	<u>Stantec</u> : Lead Design Engineer <u>Terracon</u> : Geotechnical Designer	David Taylor: Lead Structural Engineer
Riverport Parkway North, City of Hardeeville (2023–2024)	9	<u>Stantec</u> : Lead Design Engineer <u>Terracon</u> : Geotechnical Designer	David Taylor: Lead Structural Engineer
LYNX Blue Line Extension, CATS (2014–2016)	10	<u>Lane</u> : Lead Contractor	Casey Hurley: Assistant Project Manager Mark Leonard: General Superintendent
I-440 Widening NCDOT (2018–2025)	11	<u>Lane</u> : Lead Contractor <u>WSP</u> : Prime CEI Consultant	
* References are provided in Appendix H .			

3.3.2 Critical Risks – Understanding risks and providing effective mitigation strategies, while maximizing opportunity, is vital to project success. Our Team is highly adept in developing and executing plans to identify, prioritize, manage, and eliminate risk. The most critical risks pertaining to this project are described in the table on the following page.

Critical Risks		
Risk/Impact to Project	Mitigation Strategies	Role of SCDOT/Other Agencies
1. Limitations on in-water and over-water construction and demolition		
<ul style="list-style-type: none"> Water fluctuation/delays In-water demolition Saluda River crossing within a FERC project boundary 	<ul style="list-style-type: none"> Flood predictor software Use trestle in lieu of barges Demolition Plan (asbestos/lead paint) Coordination with Dominion Energy for FERC evaluation 	<ul style="list-style-type: none"> Coordination during storm events Approval of the demolition plan Coordinate State Navigable Waters Permit with SCDHEC Coordinate with USACE & FERC
2. Limited Site Access		
<ul style="list-style-type: none"> Access bridge work in CSX ROW Marine access for Saluda River bridge work Access from I-20 to river Median egress/ingress on I-20 	<ul style="list-style-type: none"> Coordinate access from existing marine bulkhead being used on the CCR Phase 1 project Improve safety by strategically locating I-20 work zone access locations Evaluate median access ramp to transport construction materials in and out of the median Consider asymmetric widening of I-20 	<ul style="list-style-type: none"> Coordination with SCDOT and CSX Coordinate flagging needs with CSX Acquire and apply lessons learned and best practices from CCR Phase 1 & 2 projects
3. Utility Relocations		
<ul style="list-style-type: none"> Petroleum and propane – Schedule & coordination Delayed utility relocations Presences of unknown utilities 	<ul style="list-style-type: none"> Early utility design packages, coordination, and planning Utilize Stantec’s in-house SUE capabilities during the RFP phase 	<ul style="list-style-type: none"> Leverage SCDOT’s influence with utilities to support efforts for advanced utility relocations Coordinate utility relocation efforts with CCR Phase 3A project
4. Geotechnical Subsurface Conditions		
<ul style="list-style-type: none"> Hardness of rock/drilling delays Unsuitable/contaminated soils Variable rock elevations for foundations and utility relocations 	<ul style="list-style-type: none"> Design using standardized rock socket sizes to enhance economy Close evaluations of cores and communication with drillers to plan adequately Priority borings and advanced in-situ testing to support structure and utility design 	<ul style="list-style-type: none"> Coordinate borings adjacent to RR ROW with CSX SCDOT partnering in using innovative foundation solutions SCDOT coordination of utility adjustments based on existing conditions
5. Railroad Coordination		
<ul style="list-style-type: none"> CSX RR – Schedule delays, coordination issues More stringent CSX requirements on wall types and locations 	<ul style="list-style-type: none"> Early coordination and use of former CSX employees at Stantec who are knowledgeable of CSX requirements and review procedures Explore CSX-approved alternative wall types 	<ul style="list-style-type: none"> Regularly scheduled meetings with CSX SCDOT and CSX approval of alternative wall types at RFP stage
6. Skilled Labor Availability		
<ul style="list-style-type: none"> Lack of resources to achieve timely completion 	<ul style="list-style-type: none"> Utilize Lane’s available crews engaged on current, similar Wateree project [3.3.3(a) graphic] Leverage long-established relationships with local subcontractors and active Wateree project participants 	<ul style="list-style-type: none"> Partner with SCDOT and other local workforce development programs, including the DBE community
7. Maintenance of Traffic		
<ul style="list-style-type: none"> Safety of workers and motorists Maintaining required number of lanes – Schedule impacts Grade difference between existing and proposed 	<ul style="list-style-type: none"> Simplify MOT phasing with clearly communicated traffic shifts via message boards and temporary signing Use of Smart Work Zone to enhance safety Symmetric vs. asymmetric widening to allow single-side widening and improved access Temporary shoring/temporary walls to maintain traffic & roadway embankments 	<ul style="list-style-type: none"> Develop Incident Management Plan with SCDOT Coordinate construction with first responders and emergency services Adjacent project coordination with SCDOT to confirm compatibility with future project phases, particularly Phase 3E

3.3.3 Project Resources, Strategies & Execution

3.3.3(a) Team Capacity/Available Resources

Our Team has the resource strength (manpower and equipment), experience, and financial capacity to successfully deliver this project. We have extensive personnel and resources from projects nearing completion available to manage and construct this project. Lane’s workforce features more than 450 employees in the Carolinas, backed by 1,700 staff nationwide across five offices. In-house resources will be used to construct major work items, including available staff from other concluding projects (shown to the right), and supplemented by our large network of subcontractors.

Stantec has more than 100 transportation staff in the Carolinas, backed by 1,600+ transportation staff in the U.S., along with seven local offices in the Carolinas. Their resources will be reinforced with the use of trusted, local design subconsultants.



- ① Triangle Expressway Southeast Extension
July 2024 | 148 personnel
- ② I-40/I-77 Interchange
July 2024 | 26 personnel
- ③ I-440 Beltline Widening
Oct 2024 | 119 personnel
- ④ Durham City I-40 Widening
Sept. 2025 | 78 personnel
- ⑤ I-20 Over Wateree River Bridge
2027 | 37 personnel
- ★ Carolina Crossroads Phase 3C

In addition to our ample resource availability, our leadership team offers key individual continuity through our proposed Project Manager and Construction Manager, both who are currently working together in similar roles on the I-40/I-77 Statesville project. They have a robust, established rapport and will bring the efficiency and effectiveness of their successful teamwork to deliver this Carolina Crossroads Phase 3C project with schedule and budget certainty.

3.3.3(b) Implementation of Resources & Self-Performance

	lane		Stantec
Strategies to Implement Available Resources	<ul style="list-style-type: none"> » Dedicated CCR Phase 3C crews and management personnel from projects concluding in 2024–2025 » Use position as a top SCDOT D-B contractor to recruit local workers » Ability to self-perform nearly 70% of total construction activities » Utilizing current and established relationships with local DBE and SBE businesses to promote opportunities and achieve participation goals » CPM resource loading 		<ul style="list-style-type: none"> » Multi-disciplinary capability with local Columbia, Greenville, and Charleston, SC, offices/resources with regional design support (NC/GA) » Utilize regional design support with D-B experience to supplement local design resources » Assign a fully dedicated Deputy Lead Designer Engineer (Stantec) to assist the Lead Design Engineer » All subconsultants have local SC offices with proven experience working with Stantec and Lane for SCDOT » Fully integrate design schedule with the construction schedule. Design team will sync with milestone approval dates and assign proper resources with adequate lead time.
Self-Perform	<ul style="list-style-type: none"> » Critical path activities » Earthwork » Drainage 	<ul style="list-style-type: none"> » Structures » Traffic control » Sound walls 	<ul style="list-style-type: none"> » Ability to perform majority of design functions in-house with limited support from specialty subconsultants » Able to accelerate design schedule due to use of regional resources and limited subconsultants

History of Success

*Lane's long history of success on U.S. D-B projects, coupled with our Team's high amount of **self-performance**, enables us to **reduce costs**, improve quality, provide greater **schedule certainty**, and efficiently deliver this project with minimal disruption.*

3.3.3(c) Approach to Environmental Coordination, Utilities, Public Relations & Permitting

Environmental Coordination: Our Team will confirm environmental commitments are honored from design through completion of the project. Through collaboration with the D-B Coordinator, the Lead Design Engineer, and SCDOT, we will develop an environmental matrix tracking all 38 environmental commitments made in the Phase 3 Final EIS/ROD for this project. Updates on the status, action items, and resolutions for all environmental commitments will be discussed at our progress meetings with SCDOT to verify commitments are regularly discussed and the D-B process can continue in an efficient manner.

Utilities: Our Team has reviewed MOAs and identified multiple utility conflicts throughout the project corridor that will require relocation. These conflicts include underground and bridge-mounted conduits, underground gas mains, power distribution poles, and a 30-inch force main adjacent to CSX ROW. Utility coordination will be critical to avoid schedule impacts and provide schedule certainty. To adequately address this concern, we are providing a **Pre-Construction Utility Coordinator** (Stantec) and a **Construction Utility Coordinator** (Lane). These dedicated positions will actively minimize utility delays in both design and construction.

Public and Media Relations: Effective community relations are paramount to the success of any project. Our Team will communicate all construction activities, lane closures, traffic phasing changes, and updates of the project commitments in support of the Community and Public Relations Support Plan. With Stantec serving as the project's Public/Media/Community Relations and Information lead, SCDOT can be confident a highly experienced, South Carolina-based team will lead the way, capitalizing on past project successes, specifically the I-526 Lowcountry Corridor WEST project. We have partnered with Robbins & DeWitt (R&D) to enhance our expertise, project knowledge, and outreach efforts. The focus of our PR plan will include but not be limited to:

- » **Establishing protocols** with first responders, Lexington Medical Hospital, and other emergency resources
- » **Outreach to employment centers** (local hospitals, the University of South Carolina, Colonial Life Insurance, state government agencies, Fort Jackson, Columbia City Center Partnership and Chamber of Commerce)

- » **Event coordination** with the City of Columbia, Columbia Metropolitan Convention Center, Colonial Life Arena, University of SC and their Athletics Department for football games, graduations, concerts, conventions, etc.
- » **MOT coordination** with adjacent CCR Phases

Permitting: Our Team has reviewed and understands the requirements of the project permit obtained by SCDOT, including the special conditions for Phase 3C. Our environmental permitting team, including R&D, are intimately aware of all applicable federal, state, and local environmental policies, practices, and procedures, having provided environmental permitting services for dozens of transportation projects throughout South Carolina.

Throughout final design, our Team will make all efforts to avoid and minimize impacts to U.S. jurisdictional waters by considering alignment shifts, particularly at parallel streams. Once design is complete, a modification to the conditional 404 Clean Water Act permit will be prepared including utility impacts. In addition, our Team will also focus efforts on water quality measures as part of the 401 certification, the SWPPP, and the NPDES Permit. A separate State Navigable Waters permit is not necessary, as this is part of the 401 certification process. Compliance with these permits will be critical to overall minimization of environmental impacts during the construction phase.

FOCUS ON ENVIRONMENTAL EXPERIENCE

We understand how day-to-day construction activities can degrade the air, water, and soil. We also implement the proper procedures to mitigate impacts and protect natural resources.

*Our Team members have experience working safely in and around rivers and waterways, specifically the Saluda River. This includes familiarity with **permitting, environmental considerations** (jurisdictional waters, threatened and endangered species, cultural and archaeological resources), and **FEMA and agency compliance**.*

3.3.3(d) Approach to Communication, Issue Resolution & Project Execution – Our Team will implement a united approach to maintaining project progress focused on collaboration and consistent communication internally, as well as with any affected stakeholders. Our Team will manage the OVTI process, in-contract third-party utility relocation, and USACE permit conditions and modifications. Specific strategies are detailed below.

3.3.3(d)	Strategies
Communication	<ul style="list-style-type: none"> » Promote and practice early, open, and effective communication among all team members and partners » Host multi-disciplinary design and construction weekly meetings to proactively avoid delays and maintain progress » Establish liaisons/focus teams per discipline (e.g., wet utility liaison), including SCDOT as appropriate » Support SCDOT's efforts to the fullest extent possible (e.g., utility relocation)
Issue Resolution	<ul style="list-style-type: none"> » To maintain progress, we are committed to resolving issues at the lowest level possible and escalating only as needed » Our PM, Casey Hurley, has a strong understanding of SCDOT issue resolution processes/procedures and a history of resolving issues promptly while continuing advancement of the project
Project Execution	<ul style="list-style-type: none"> » Utility coordinators will effectively communicate with each utility owner by type (e.g. wet, dry) » Partner with utility owners to expedite required relocations and mitigate relocations where possible » Maintain consistent communication and involvement of appropriate SCDOT personnel » Train personnel in SCDOT-required software/processes; align our programs for compatibility » Identify submittals/permits and review/approval schedules required for integration into the project schedule

3.3.4 Quality Assurance Program – We are committed to executing the SCDOT QAP for the Carolina Crossroads project. Lane’s Quality Control Program will employ a project-specific Construction Quality Management Plan that will be implemented and led by our dedicated Quality Control Manager (QCM). We will develop work plans and hold pre-construction meetings with personnel to minimize construction issues that lead to non-confirming work. All construction procedures and work elements will be communicated by our QCM with the IQF and SCDOT prior to beginning a work activity and in alignment with any agreed-upon inspections, tests, and hold points.

Our independent quality firm (IQF) will lead our Quality Acceptance processes on the project. These processes will be led by our Independent Quality Manager (IQM) Mark Luther, PE, who will work directly with SCDOT’s owner verification (OV) functions. In addition to materials testing and QA results, the IQF’s QA staff will use engineering judgement as part of the acceptance program. The IQF will submit a list of inspection and testing items that the IQM can exercise engineering judgment on. The purpose is to allow the IQM to make field decisions regarding specific situations where specification requirements cannot be met. The intent is to use this engineering judgement as an exception, not a recurring event. Engineering judgement must be made with a focus on quality, not contractor-bias. All testing will be performed by AASHTO-accredited laboratories and the needs for IQF and SCDOT QA/OV testing will be coordinated through three-week look-ahead schedules that are consistent with the project CPM schedule.

3.4 Experience of Key Individuals

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

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

3.4.3 Key Individual Resumes – Key individual resumes can be found in *Appendix A*

3.4.4 Project Management Team	3.4.5 Design Engineer Team
3.4.4(a) Project Manager – Casey Hurley, PE, PMP, PLS	3.4.5(a) Lead Design Engineer – David Taylor, PE, SE
<p><i>Key Qualifications</i></p> <ul style="list-style-type: none"> » More than 20 years of progressive management experience; transitioning to CCR Phase 3C directly from current NCDOT I-40/I-77 system interchange project » Veteran of D-B and similar interstate work in the Carolinas; extensive experience with Wateree crews, who will transition to CCR Phase 3C » Expertise in the management of high-traffic-volume corridors of similar scope, magnitude, and complexity 	<p><i>Key Qualifications</i></p> <ul style="list-style-type: none"> » 26 years providing services for SCDOT and deep knowledge of SCDOT practices. Currently leading design of multiple bridges on I-26 MM 125-137 and 137-146 » Structures design including interstate highway grade separation, complex multilevel and urban interchanges, widening, rehabilitation and new construction, and river and stream crossings » One of the most experienced structural engineers in SC with nearly all of his 44 years devoted to developing transportation projects

3.4.6 Construction Management Team

3.4.6(a) Construction Manager – Mark Leonard

Key Qualifications

- » More than **30 years** of experience and expertise in construction of highway transportation projects of similar scope, magnitude, and complexity
- » Transitioning to CCR Phase 3C directly from current NCDOT I-40/I-77 system interchange project with PM Casey Hurley
- » Successfully delivered numerous D-B projects **on time**
- » Primary experience in interstate improvements, major interchanges, and bridge structures, with tasks such as scheduling, team coordination, budget maintenance, quality control, and RFIs, as well as nonconformance correction

3.4.6(b) Independent Quality Manager – Mark Luther, PE

Key Qualifications

- » More than **20 years** of experience providing engineering and inspection services on similar, high-profile D-B projects in the Carolinas
- » Primary expertise on roadway and bridge/structures projects, providing construction administration and conformance oversight, as well as CEI services
- » Extensive familiarity with NCDOT and SCDOT standards, specifications, provisions, and protocols.

3.5 Past Performance of Team

Lane has successfully completed more than 15 D-B projects in the Carolinas in the past 10 years, with Stantec completing eight alternative delivery projects in same timeframe, several of which are similar to this proposed project.

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

3.5.2 Quality of Past Performance – Responses to the questions in Section 3.5.2, as well as applicable Work History Form sections, are shown in [Appendix C](#). Within the last five years, no team member has been debarred, disqualified from bidding, or declared ineligible for work by any entity, nor are any such actions pending.

3.6 Legal and Financial

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

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

3.6.3 Organizational Agreements – Not applicable

3.7 Organizational Conflicts of Interest

A signed Conflict of Interest form is provided in [Appendix E](#).

3.8 SCDOT Prequalification

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

APPENDIX A

Key Individual Resumes



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



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:
Casey Hurley, PE, PMP, PLS | Project Manager



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

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

d. Years of Experience: With this Firm 20 Years With Other Firms 0 Years

The Lane Construction Corporation:

- Project Manager – Responsible for the safe and on-time delivery of complex infrastructure projects. Responsible to develop and lead high-performing teams into the initial phases of project development through construction and past closeout to ensure project success from start to finish. Oversees and manages all project construction operations. Holds responsibility for operational performance, scheduling, budget, safety, quality, and owner and subcontractor coordination and communication. Leads design staff, construction engineers, and field crews. Verifies that all work meets approved construction plans and specifications. (2017-Present)
- Assistant Project Manager – Managed critical project operations in concert with the Project Manager, including scheduling, budget, safety, quality, and issue resolution. (2015-2017)
- Senior Project Engineer – Managed constructability and operations for project activities, including input on preconstruction and procurement phase activities. Oversaw daily project operations. Served as expert in issue resolution and operational troubleshooting. (2010-2015)
- Project Engineer – Performed site investigations, quantity take-offs, material and subcontractor quote solicitations, and CPM scheduling. Prepared technical documents. Conducted training. (2007 -2010)
- Assistant Project Engineer – assisted project engineering staff and supported project superintendents in overseeing daily field operations. (2006-2007)
- Field Engineer - Supervised subcontractors, verified quantities, coordinated with project inspectors, updated schedules, and provided cost analyses. (2004 – 2006)

e. Education: Clarkson University / Potsdam, NY / Bachelor of Science / 2004 / Civil Engineering
St. Lawrence University / Canton, NY / Bachelor of Science / 2003 / Mathematics (Pre-Engineering)

f. Active Registrations:
Professional Engineer, NC #035094; Project Management Professional, #1891635; NCDOT Designer of E&S Control Plans (Level III), #630; Professional Land Surveyor, NC #L-5084

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

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

Key Personnel Role: Project Manager

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2021 – Present, Assigned 2021 – July 2024

Owner Contact Information: NCDOT, Justin Johnson, PE, jtjohnson4@ncdot.gov, 704-380-6050,

Design/Construction Value: \$294M

Project Description: Project Manager for this \$294M D-B contract for system-to-system interchange and highway improvements, including flyover bridge construction, interchange work at multiple locations, interstate widening, and several bridge replacements and widenings. The project features an innovative turbine interchange design providing numerous benefits: reduction of wetland impacts, elimination of third-level structures, use of concrete girder bridges, schedule acceleration, decreased short-term construction and long-term maintenance costs, and minimization of impacts to traffic during construction. An on-site concrete batch plant will mitigate any third-party delays associated with material supply and delivery. Casey oversees and manages all onsite construction operations, including the schedule, budget, quality, and safety. He expedites the work of subcontractors, updates job budgets, and prepares change orders and cost reports. He also handles community outreach initiatives and media inquiries.

Proposed CM, Mark Leonard is currently working with Casey on this project.

Similarities to the proposed CCR phase 3C project: Roadway and bridge, reconstruction of interstate riverine, including removal and disposal of the associated bridges; widening/realigning interstate with asphalt pavement; constructing retaining walls, noise barrier walls and culverts and other roadway structures; constructing and rehabilitating drainage systems along with necessary sediment and erosion control measures; highway signing and lighting; removal and disposal of lead-based paint, asbestos, and other hazardous materials where necessary; sanitary sewer systems; constructing telecommunication conduits and fiber optic connections; other necessary elements consistent with projects of similar magnitude.

2. NCDOT, I-85 Widening D-B Rowan County, NC

Key Personnel Role: Project Manager

Experience with Current Firm: Yes

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

Owner Contact Information: NCDOT, Kelly Seitz, PE, Resident Engineer, kseitz@ncdot.gov, 704-630-3220
Design/Construction Value: \$161M

Project Description: Project Manager for this \$161M D-B contract to reconstruct 5 miles of I-85 through Rowan County, NC. Associated with the interstate work is the reconfiguring the NC 152 interchange, realignment of US 29, and 6 Bridges. Casey oversaw all construction operations for this fast-track project's multiple scopes of work, which included grading, drainage, asphalt & concrete paving, structures, and railroad coordination. Coordinated with the designer, owner, superintendents and crews. He was also responsible for equipment and scheduling. ***Proposed CM, Mark Leonard worked on this project with Casey as the General Superintendent.***

Similarities to the proposed CCR phase 3C project: Roadway and bridge; reconstruction of interstate riverine and railroad bridges, including removal and disposal of the associated bridges; widening/realigning interstate with asphalt pavement; retaining walls, noise barrier walls and culverts and other roadway structures; constructing and rehabilitating drainage systems along with necessary sediment and erosion control measures; highway signing and lighting; removal and disposal of lead-based paint, asbestos, and other hazardous materials where necessary; sanitary sewer systems; telecommunication conduits and fiber optic connections; constructing other necessary elements consistent with projects of similar magnitude.

3. City of Charlotte, LYNX Blue Line Extension Civil Contract B/C, Charlotte, NC

Key Personnel Role: Assistant Project Manager

Experience with Current Firm: Yes

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

Owner Contact Information: Jim Cravens PE, ICE, 704-661-1534, jim.cravens@ice-eng.com

Design/Construction Value: \$130M

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

Similarities to the proposed CCR phase 3C project: Roadway and bridge; railroad bridges; retaining walls, noise barrier walls and culverts and other roadway structures; Constructing and rehabilitating drainage systems along with necessary sediment and erosion control measures; highway signing and lighting; Removal and disposal of lead-based paint, asbestos, and other hazardous materials where necessary; sanitary sewer systems; telecommunication conduits and fiber optic connections; other necessary elements consistent with projects of similar magnitude.

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

Key Personnel Role: Senior Project Engineer

Experience with Current Firm: Yes

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

Owner Contact Information: NCDOT, Kelly Seitz PE, Resident Engineer, kseitz@ncdot.gov, 704-6930-3220

Design/Construction Value: \$136M

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

Similarities to the proposed CCR phase 3C project: Roadway and bridge; reconstruction of interstate riverine and railroad bridges, including removal and disposal of the associated bridges; widening/realigning interstate with asphalt pavement; retaining walls, noise barrier walls and culverts and other roadway structures; constructing drainage systems along with necessary sediment and erosion control measures; highway signing and lighting; removal and disposal of lead-based paint, asbestos, and other hazardous materials where necessary sanitary sewer systems; telecommunication conduits and fiber optic connections; other necessary elements consistent with projects of similar magnitude.

- h. For Key Personnel required to be on-site full-time for the duration of construction, provide a current list of assignments, role, and the anticipated duration of each assignment. Casey is currently serving as the Project Manager for a system-to-system interchange project in North Carolina that is nearing completion in July 2024, allowing him to easily transition to this project.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title: **David Taylor, PE, SE, Managing Principal and Senior Project Manager**

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



c. Name of Firm with which you are now associated:
Stantec Consulting Services Inc.

d. Years of Experience: With this Firm **10** Years With Other Firms **34** Years
Stantec

- Senior Project Manager – In addition to project management and financial administration, David is responsible for leading a team of technical professionals engaged in designing bridges and other transportation structures and overseeing the inspection, load rating, and rehabilitation of existing bridges. (2014 – present)

CDM Smith (formerly Wilbur Smith Associates)

- Director of Structures and Lead Structural Engineer - Advanced in the firm to be responsible for project management and design of highway grade separations, intricate multilevel and urban interstate interchanges, widening projects, and new construction. His experience included river and stream crossings, including those over navigable waterways, and the design of bridges over railroads. (1979– 2014)

e. Education:
University of South Carolina, Columbia, SC / Master of Engineering / 1989 / Structural Engineering
University of Warwick, Coventry, England / Bachelor of Science / 1979 / Engineering Science (Civil)

f. Active Registrations: 1988, South Carolina, Professional Engineer #12008
1990 / TN / PE / 21338; 2003 / GA / PE / 028570; 2007 / FL / PE / 66796; 2008 / IN / PE / 10809922
2008 / UT / SE 2443171-2203; 2009 / MS / PE / 19163; 2010 / NC / PE / 037035; 2010 / OH / PE / 74810
2014 / IL / SE / 081.007479

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

1. South Carolina Department of Transportation, US 21/I-26 (exit 119) Interchange, Columbia, SC

Key Personnel Role: Project Manager & Lead Structural Engineer

Experience with Current Firm: Yes

Project/Assignment Duration: 2023 – 2024 (est.)

Owner Contact Information: SCDOT, Joey McIntyre, PE, mcintyrejd@scdot.org, 803-737-1842

Design/Construction Value: \$49.5M

Project Description: Stantec was selected as the prime consultant to replace the existing US 21 Bridge over I-26 and rebuilding the ramps in all four quadrants of the interchange. The team provided final bridge plans, survey; environmental documentation and permitting; roadway construction plans; utility coordination and SUE. This project is compliant with all the most recent SCDOT requirements for interstate design and was let for construction in early 2023.

David is the project manager, directed all structural design activities, and is the engineer of record for the bridge plans. As project manager, he performed on-going coordination with the SCDOT project manager that involved monitoring and adjusting schedule, and oversight of subconsultant activities. As the lead structural engineer, David was involved in determining all key design assumptions, and interpretations of SCDOT design guidelines. He worked most closely on the seismic analysis of the bridge, and the review of the VE proposal to adopt precast modular walls in-lieu-of MSE walls. The bridge is being replaced using two stages of construction to maintain normal traffic operations throughout construction. The bridge is a prestressed beam type with both drilled shaft and driven pile foundations.

Similarities to CCR Phase 3C: Interstate construction; staged construction; similar bridge types.

2. South Carolina Department of Transportation, I-85/I-385 Gateway Interchange Improvements Design-Build, Greenville, SC

Key Personnel Role: Lead Engineer (Stantec), Manager for Stantec's Tasks

Experience with Current Firm: Yes

Project/Assignment Duration: 2014- 2019

Owner Contact Information: SCDOT, John Boylston PE, BoylstonJD@scdot.org, 803-737-1527

Design/Construction Value: \$240M

Project Description: The I-85/I-385 Gateway D-B project in Greenville underwent a significant transformation, enhancing traffic flow and safety for approximately 194,000 vehicles daily. Stantec was selected as a major

subconsultant to design the maintenance of traffic plan for the whole system-to-system interchange and provided final design services to replace the Roper Mountain Road overpass over I-85.

This ambitious undertaking entailed the overhaul of the system-to-system interchange, retiring outdated loop ramps in favor of elevated flyover bridges. Additionally, a new collector-distributor roadway was introduced along I-85 and I-385, while existing ramps underwent reconfiguration or replacement. To accommodate growing traffic demands, extra lanes were added to both I-85 and I-385.

Notably, the project featured the construction of twelve new bridges and the restoration of two existing ones, alongside the construction of twenty retaining walls. These structural enhancements not only modernized the interchange but also fortified its resilience. The revamped interchange has significantly alleviated congestion and bolstered safety standards, marking a substantial milestone for one of the state's most heavily trafficked interchanges. Distinctly, this project stands as the largest transportation infrastructure initiative undertaken by the state in over a decade.

David managed Stantec's elements of the D-B project and served as structural design lead and structural engineer of record for Stantec's structural tasks. He developed preliminary plans and design for the Roper Mountain Road Bridge over I-85 prestressed beam continuous bridge, directed final bridge design, performed design for project pile-and-panel walls, and developed details for the complex combined soil-nailed/MSE walls surrounding one of the end bents for the Roper Mountain Road bridge.

Similarities to CCR Phase 3C: Interstate widening; staged construction; similar bridge types; design-build project; aggressive schedule.

3. South Carolina Department of Transportation, I-26 (MM 125-137), Lexington and Calhoun Counties, SC

Key Personnel Role: Lead Structural Engineer

Experience with Current Firm: yes

Project/Assignment Duration: 2021 -2024

Owner Contact Information: SCDOT, Adam Humphries, PE, HumphrieAS@SCDOT.org, 803-737-3081

Design/Construction Value: \$345M

Project Description: Stantec was selected as the prime consultant to design the widening of I-26 MM 125-137, from its current six-lane termini near Exit 125 eastward through the Exit 136 interchange. The project includes the relocation of frontage roads, replacement of seven bridges, typical section selection criteria, mainline profile evaluations, 16' outside paved shoulder for emergency evacuations, detour routing for overpass bridges, box culvert evaluations for rehabilitation or replacement, and MSE, soil nail, and modular block retaining walls. The project is operating under an accelerated schedule and is now under construction.

David directed all key design assumptions, and interpretations of SCDOT design guidelines. David worked most closely in developing alternatives for the bridge types, directing the seismic analysis of the bridges, and addressing review comments provided by the independent review team.

Similarities to CCR Phase 3C: Involves all aspects of design required for CCR Phase 3C; interstate widening; staged construction; similar bridge types; aggressive schedule; complex maintenance of traffic

4. South Carolina Department of Transportation, I-20 Bridge Replacements, Aiken County, SC

Key Personnel Role: Project Manager and Lead Structural Engineer

Experience with Current Firm: yes

Project/Assignment Duration: 2021-2024 (est.)

Owner Contact Information: SCDOT, Tyke Redfearn, PE, redfearnwt@scdot.org, 803-737-1430

Design/Construction Value: \$63M (Est. Construction)

Project Description: Stantec was selected as the prime consultant to design five interstate bridge replacements along I-20. AASHTO type prestressed beam bridges supported on reinforced concrete bents and either spill-through or Mechanically Stabilized Earth (MSE) wall type end bents proved to be the economical solution. Stantec developed the complex staged construction required at some sites, necessary to retain all lanes of traffic open on I-20 throughout construction.

David is the project manager and led the development of the complex bridge stage construction scheme, in addition to leading all structural design activities. He directed all key design assumptions, and interpretations of SCDOT design guidelines. David worked most closely coordinating all subconsultant activities, evaluating bridge layout and construction staging, and directing the seismic analysis of the bridges,

Similarities to CCR Phase 3C: interstate bridge replacements involving staged construction; similar bridge types; complex maintenance of traffic; similar site conditions; involves an interstate bridge over a river.

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

N/A

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:

Mark Davis Leonard | General Superintendent/Construction Management



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 12 Years With Other Firms 22 Years

The Lane Construction Corporation:

- General Superintendent/Construction Management – Provides project oversight and oversees work crews and subcontractors involving paving, grading, drainage, drilled shafts, MSE wall construction, concrete flat work and utilities. (2015 – Present)
- Senior Foreman/Foreman – Responsible for managing roadway field operations and overseeing subcontractor work progress, MSE wall construction and concrete flat work; responsible for leading and coordinating field crews. (2015-2010)

e. Education: **North Carolina State University / Raleigh, NC / B.S Civil Engineering / 2008**

f. Active Registrations:

NCDOT Erosion Control Inspector Level III; ETSA Traffic Safety Supervisor; Flagger Training; CPR/First Aid; Crane Rigging and Flagger Training; OSHA 10-Hour

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

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

Key Personnel Role: General Superintendent / Construction Management

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2021 – Present, Assigned 2020 – July 2024

Owner Contact Information: NCDOT, Justin Johnson, PE, jtjohnson@ncdot.gov, 704-380-6050,

Design/Construction Value: \$294M

Project Description: Serving as the General Superintendent, Mark provides construction management for this \$294M D-B contract involving a system-to-system interchange and highway improvements, flyover bridge construction, interchange work at multiple locations, new collector-distributor lanes, interstate widening, and several bridge replacements and widenings. The project features an innovative turbine interchange design providing numerous benefits: reduction of wetland impacts, elimination of third-level structures, use of concrete girder bridges, schedule acceleration, decreased short-term construction and long-term maintenance costs, and minimization of impacts to traffic during construction.

Mark is responsible for the daily operations on the project. He is primarily focused on the project's roadway activities; however, his duties also include coordination with all project scopes. Further, he is responsible to ensure proper coordination and scheduling of the subcontractors. ***Proposed PM, Casey Hurley is currently working with Mark on this project.***

Similarities to the proposed CCR Phase 3C project: Roadway and bridge, reconstruction of interstate riverine, including removal and disposal of the associated bridges; widening/realigning interstate with asphalt pavement; constructing retaining walls, noise barrier walls and culverts and other roadway structures; constructing and rehabilitating drainage systems along with necessary sediment and erosion control measures; constructing highway signing and lighting; removal and disposal of lead-based paint, asbestos, and other hazardous materials where necessary; constructing sanitary sewer systems; constructing telecommunication conduits and fiber optic connections; constructing other necessary elements consistent with projects of similar magnitude.

2. NCDOT, I-85 Widening from Lane St. to US 29/601 Connector D-B, Rowan/Cabarrus Counties, NC

Key Personnel Role: General Superintendent / Construction Management

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2016-2021, Assigned 2018-2020

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

Design/Construction Value: \$161M

Project Description: This \$161M D-B project reconstructed five miles of I-85 through a heavily traveled section of interstate near the Charlotte metropolitan region. Associated with the interstate work was reconfiguration of the NC 152 interchange, realignment of US 29, and six bridges. This fast-track project included multiple scopes of work including grading, drainage, asphalt and concrete paving, structures, and railroad coordination.

As the General Superintendent, Mark provided construction management for this project. He was primarily responsible for roadway operations while overseeing all Lane personnel as well as subcontractor crews. Further, Mark was tasked with the overall field coordination for the project. It was his responsibility to make sure that all scope areas on the project were able to work together and that subcontractors were scheduled appropriately. ***Proposed PM, Casey Hurley, worked closely on this project with Mark as the Project Manager.***

Similarities to the proposed CCR Phase 3C project: Roadway and bridge; construction of interstate riverine and railroad bridges, including removal and disposal of the associated bridges; widening/realigning interstate with asphalt pavement; retaining walls, noise barrier walls and culverts and other roadway structures; constructing and rehabilitating drainage systems along with necessary sediment and erosion control measures; highway signing and lighting; removal and disposal of lead-based paint, asbestos, and other hazardous materials where necessary; sanitary sewer systems; telecommunication conduits and fiber optic connections.

3. NCDOT, I-485 Widening D-B, Mecklenburg County, NC

Key Personnel Role: Senior Foreman
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2013-2015, Assigned 2013-2015
Owner Contact Information: NCDOT, Brady McKenzie, PE, BMckenzie@ncdot.gov; 704-289-1330
Design/Construction Value: \$94.5M

Project Description: This \$94.5M D-B project widened 9 miles of I-485 (Charlotte Outer Loop) from four to six lanes, from I-77 to US 521 (Johnston Road) in Mecklenburg County, NC. An additional inside lane in each direction was constructed within existing right of way. With more than 150,000 vehicles a day, this highway is one of the most congested roads in the state, which necessitated the widening project. The project also includes a new flyover bridge from US 521 North to I-485 West, construction of an auxiliary lane to the outside shoulder of westbound I-485, and the widening of existing bridges. The project's primary purpose was to increase system capacity and improve efficiency on I-485 for local and regional traffic.

As the Senior Foreman, Mark's construction management responsibilities included overlay of the existing interstate, work associated with the new flyovers and interchanges, and management of subcontractors. He maintained the project schedule and ensured work was performed in accordance with the specifications.

Similarities to the proposed CCR Phase 3C project: Roadway, bridges, structures, environmental, hydraulics and stormwater management, geotechnical, MOT, survey, utilities, public media support, QA/QC, overall project management and soundwalls.

4. NCDOT, I-85 Widening from Bruton Smith Blvd. to North of NC 73 D-B, Cabarrus/Rowan Counties, NC

Key Personnel Role: Foreman
Experience with Current Firm: Yes
Project/Assignment Duration: Project 2010-2014, Assigned 2010-2013
Owner Contact Information: NCDOT, Boyd Tharrington, PE, btharrington@ncdot.gov; 919-707-2503
Design/Construction Value: \$149M

Project Description: This \$149M D-B project widened and reconstructed a four-lane facility in a commercially dense area to an eight-lane divided facility with concrete pavement for nearly seven miles. This project included the design and construction of two diverging diamond interchanges (DDIs) and superstreet reconfigurations at major side roads. Utility coordination, ROW acquisition, and traffic control were critical aspects of this project. With an ADT over 100,000, an innovative work zone traffic control and access plan allowed unimpeded access to the existing median to improve safety, minimize impacts to traffic, reduce stress on existing peripheral infrastructure, accelerate the project schedule, and reduce cost of construction by increasing efficiency. The project also included: major interstate corridor widening in the median of existing high traffic volumes, shoulder strengthening, structures, MOT, drainage/hydraulics/stormwater management, geotechnical (poor soils mitigations), earthwork, permitting, demolition, noise walls and pavement markings/signage.

Serving as the foreman, Mark led work crews and managed subcontractors for widening of the existing interstate and -Y- lines, concrete paving, grading, and utilities. He communicated with NCDOT and subcontractors on pay estimates, coordinated field crews, and assisted the superintendent and project manager.

Similarities to the proposed CCR Phase 3C project: Roadway, bridges, structures, environmental, geotechnical, MOT, ROW, utilities, public media support, QA/QC, soundwalls, overall project management, and coordination with adjacent projects.

- 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.

Mark is currently serving as the General Superintendent on the I-40/I-77 Interchange D-B project in NC that is nearing completion in July 2024, allowing him easily to transition to this project.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Mark Luther, PE Project Manager
b.	Role of Key Individual for this Project: Independent Quality Manager
c.	Name of Firm with which you are now associated: WSP USA
d.	Years of Experience: With this Firm <u>8</u> Years With Other Firms <u>12</u> Years WSP USA <ul style="list-style-type: none"> Business Line Leader – Responsible for managing CEI staff on high-profile heavy highway projects for state DOT's. Verifies that staff is performing at a high level while meeting clients expectations for project delivery. Serves as the quality control and safety program manager, and manages project budgets. (2016 – 2024) STEWART <ul style="list-style-type: none"> CEI Manager – Responsible for managing a staff of 25 including engineers and inspectors on numerous projects for NCDOT and municipalities. Managed project budgets, staffing, and conducted business development activities. (2015 – 2016) NCDOT <ul style="list-style-type: none"> Deputy Division Construction Engineer – Responsible for project scoping, constructability reviews, oversight of Locally Administered Projects, providing guidance to multiple resident engineers, conducting final inspections on projects, and participating in final claims evaluation and project closeout procedures. (2014– 2015) NCDOT <ul style="list-style-type: none"> Resident Engineer – Responsible for managing a staff of 20 engineers and inspectors providing construction administration and oversight on multiple projects to verify conformance with standards, specifications, and contract special provisions. Communicated daily with contractors, local municipalities, and other units within the DOT to optimize construction and mitigate schedule and budget impacts. (2011 – 2014) NCDOT <ul style="list-style-type: none"> Assistant Resident Engineer – Responsible for construction administration and oversight of projects to verify conformance with standards, specifications, and contract special provisions. Communicated with project inspection staff, engineers, and managers to make engineering-level field decisions and organized the processing of monthly estimates, compiled project reports, and participated in negotiating change orders. (2006 – 2011) Sepi (Transystems) <ul style="list-style-type: none"> Construction Inspector – Responsible for inspection of contractor operations on multiple heavy highway DOT projects. (2004 – 2006)
e.	Education: Clarkson University / Potsdam, NY / BS Civil Engineering / 2002
f.	Active Registrations: Professional Engineer (NC); SC PE license pending prior to execution of the contract
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <div style="margin-top: 10px;"> 1. <u>NCDOT, I-440 Widening, Raleigh, NC</u> Key Personnel Role: CEI Project Manager Experience with Current Firm: yes Project/Assignment Duration: 2019-present Owner Contact Information: NCDOT, Cody Winkler, newinkler@ncdot.gov, 919-733-9499 Design/Construction Value: \$350M Project Description: WSP serves as NCDOT's prime CEI consultant for the project to widen approximately 6.5 miles of I-440 from a four-lane section to a six-lane divided facility and includes a grade separation project at a complex intersection including three railroad entities. Overall management of CEI program for NCDOT. Responsible for acceptance activities for materials and workmanship and related compliance with QMP. </div> <div style="margin-top: 10px;"> 2. <u>NCDOT, NC 540 Phase 2, Wake County, NC</u> Key Personnel Role: CEI Project Manager Experience with Current Firm: yes Project/Assignment Duration: 2014-2019 Owner Contact Information: North Carolina Turnpike Authority, Alan Shapiro, awshapiro@ncdot.gov, 919-707-2728 </div>

Design/Construction Value: \$740M

Project Description: WSP serves as the prime CEI consultant on the \$740-million NC 540 Phase 2 design-build project to extend the Triangle Expressway 10.8 miles from I-40 to the existing I-540 at I-87/ U.S. 64/U.S. 264 in Wake County. The project includes six interchanges, 24 bridges, and 14 culverts. Overall management of CEI program for NCDOT. Responsible for acceptance activities for materials and workmanship and related compliance with QMP.

3. NCDOT, Marc Basnight Bridge, Dare County, NC

Key Personnel Role: CEI Project Manager

Experience with Current Firm: yes

Project/Assignment Duration: 2011-2015

Owner Contact Information: NCDOT, Randy Midgett, rmidgett@ncdot.gov, 252-482-1850

Design/Construction Value: \$240M

Project Description: WSP provided prime CEI services to NCDOT for the replacement of the Bonner Bridge. The \$240M design-build project included a 3.3-mile high span, segmental structure over the Oregon Inlet in Dare County, NC. Overall management of CEI program for NCDOT. Responsible for acceptance activities for materials and workmanship and related compliance with QMP.

4. SCDOT, Port Access Road, Charleston, SC

Key Personnel Role: CEI QC Manager

Experience with Current Firm: yes

Project/Assignment Duration: 2019-2021

Owner Contact Information: SCDOT, Daniel Burton, burtond@scdot.org, 843-746-6727

Design/Construction Value: \$220M

Project Description: WSP served as the lead CEI consultant on SCDOT's \$220 million Port Access Road project that included roadway and structure work from the new port terminal to I-26 in Charleston. Work consisted of a new interchange on I-26, construction of the Bainbridge Connector Road, an extension to Stromboli Avenue and improvements to surrounding roadways. Responsible for acceptance activities for materials and workmanship and related compliance with QMP.

- 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.
Mark is currently assigned as CEI project manager for NCDOT I-440 Widening project. Mark will be fully available to fulfill this duties for the Carolina Crossroads Phase 3C project.

APPENDIX B


Work History & Quality Forms





FL Turnpike Widening from Osceola Parkway to Beachline Expressway




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

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lane’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lane (in thousands)
Name: I-40/I-77 Interchange Delivery Method: Design-Build Location: Statesville, NC	Name: The Lane Construction Corporation (Lead Constructor) Name: WSP USA (Lead Designer)	Name of Owner: NCDOT Project Manager: Justin Johnson, PE Phone: 704-380-6050 Email: jtjohnson4@ncdot.gov	07/2024 (Substantial reached 12/2023)	\$294,301	\$294,301
g. Narrative describing the work performed by Lane. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
Offices Involved: Charlotte, NC Team Member Involvement: The Lane Construction Corporation Key Personnel Involved: Casey Hurley, PE, PMP, PLS Project Manager (2021-2024) Mark Leonard General Superintendent / Construction Management (2020-2024) The system-to-system interchange at I-40 and I-77 is a critical junction in North Carolina’s highway network. Phase 1 efforts to improve traffic operations and enhance regional connectivity began in 2012 but were hindered by numerous delays. To successfully expedite completion of Phase 2, NCDOT selected the Lane team to deliver interchange and highway improvements, including flyover bridge construction, interchange work at multiple locations, new collector-distributor lanes, interstate widening, and several bridge replacements and widenings. Led by Project Manager Casey Hurley , the project features an innovative turbine interchange design providing numerous benefits, including reduction of wetland impacts, elimination of third-level structures, use of low-maintenance concrete girder bridges, schedule acceleration, decreased short-term construction and long-term maintenance costs, and minimization of impacts to traffic during construction. The construction work strategy and maintenance of traffic plans minimize the number of phased bridges and incorporates Smart Work Zone technology to enhance safety . An on-site concrete batch plant mitigated third-party delays associated with material supply and delivery.					
					
Key Project Relevancies: <ul style="list-style-type: none">• Design-build delivery• Interstate system-to-system interchange reconstruction and reconfiguration• Environmental permitting and strict compliance monitoring• MOT operations to minimize congestion• Coordination with adjacent projects• Extensive community outreach• Bridge/Structure Construction• SWZ Technology					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lane’s performance on the project to identify Lane with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lane that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
An innovative ATC to convert the conventional cloverleaf interchange into a turbine interchange provided many benefits to NCDOT. The ATC removed steep, long, third-level curved bridge structures shown in the owner’s preliminary concept and reduced them to all two-level bridges around a circular turbine interchange concept. The ATC included MOT concepts to safely maintain existing traffic and expedite the schedule during construction. The ATC also reduced impacts to environmentally sensitive areas adjacent to the existing interchange which helped to overcome major hurdles to obtain the 401/404 permits for construction. Under Project Manager Casey Hurley’s leadership, the creative construction work strategy and maintenance of traffic plans minimize the number of phased bridges, incorporate Smart Work Zone technology to enhance safety, and utilize an on-site concrete batch plant to mitigate third-party delays.					
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.					
In efforts to fast-track the project, Lane proactively worked with utility providers to mitigate potential delays. Part of the project involved relocating Duke Energy transmission lines through an environmentally sensitive area. Included planning the work schedule around Duke’s seasonal availability to perform relocations (spring and fall only) and developing a special access plan where Lane constructed a temporary road within the already-permitted work zone at no additional cost to NCDOT or Duke Energy. This example of proactive utility coordination avoided wetland disturbances, eliminated additional permitting, provided safe ingress/egress, and accommodated seasonal relocation restrictions.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lane shall provide a detailed explanation below.					
N/A					


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

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lane’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lane (in thousands)
Name: I-85 Widening Phase III Delivery Method: Design-Build Location: Cherokee County, SC	Name: The Lane Construction Corporation (Lead Contractor) Name: Michael Baker (Lead Designer)	Name of Owner: SCDOT Project Manager: Shane Parris, PE Phone: 864-490-0466 Email: parrissl@scdot.org	01/2024	\$200,148	\$200,148
g. Narrative describing the work performed by Lane. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
<div><div></div><div><p>Offices Involved: Charlotte, NC This \$200 million D-B project included the widening of 8.4 miles of I-85 from four to six lanes from the Broad River to the North Carolina-South Carolina state line, as well as improvements to existing interchanges and frontage roads. Five bridges require full replacement, including two staged construction bridges and demolition and reconstruction of an existing Norfolk Southern railroad bridge over I-85 to provide greater horizontal clearances and meet current design requirements. Interchanges were improved at four locations: S-11-83, SC 5/198, S-11-99, and US 29. This project was part of an \$800 million program that SCDOT has planned for the I-85 corridor, and the purpose of this phase is to upgrade interchanges and overpass bridges to meet state and federal design requirements, resurface or reconstruct pavement, and increase capacity. The Lane team proposed innovative solutions to limit environmental impacts, protect existing utility operations, and providing significant cost and schedule savings for SCDOT. Specifically, the solution to move construction on Exit 106 750 feet to the south bypassed the need for utility relocation and right-of-way acquisition, which would have resulted in a significant challenge to meeting the project schedule.</p></div></div> <div><div>Key Project Relevancies:</div><div><ul style="list-style-type: none">• Design-Build Delivery• Interstate/Complex MOT• Railroad (NSR) Coordination• Utility Conflicts• ROW Acquisition• Public & Media Relations Support<ul style="list-style-type: none">• Bridge/Structure Construction• Environmental Permitting• Coordination with Adjacent Projects• Hazardous Materials</div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lane’s performance on the project to identify Lane with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lane 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. During construction, the COVID pandemic resulted in a national shortage of pre-fabricated drainage boxes and the permanent closure of a major vendor providing these drainage structures that were a critical path item. In order to maintain the schedule, Lane worked with SCDOT to develop a custom, site-built box, which could be quickly constructed to specification while mitigating supply risks to the schedule and reducing costs associated with market driven surcharges for highly in-demand materials.</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, thereby minimizing impacts to the traveling public. Our management team devised a solution to move construction on Exit 106 750 feet to the south to bypass the need for utility relocation (see blue line in image to the right) and right-of-way acquisition, allowing for significant cost and schedule savings. Lane conducted meetings bi-weekly with the design team to stay ahead of project issues, resolve unforeseen items, coordinate utilities, and work through items brought to our attention by SCDOT and the CEI team. In addition, regular owners meetings with SCDOT are held to discuss progress, schedules, and unresolved items. This proactive approach produced good results in mitigating and resolving issues due to Lane’s effective project management leadership.</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.					
See Appendix C - Quality of Past Performance for detailed explanation.					


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

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lane’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lane (in thousands)
Name: I-85 Widening Delivery Method: Design-Build Location: Cabarrus & Rowan Counties, NC	Name: The Lane Construction Corporation (Lead Contractor) Name: HDR Engineering, Inc (Lead Designer)	Name of Owner: NCDOT Project Manager: Kelly Seitz, PE Phone: 704-630-3220 Email: kseitz@ncdot.org	06/2021	\$161,205	\$161,205
g. Narrative describing the work performed by Lane. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
<p>Offices Involved: Charlotte, NC Team Member Involvement: The Lane Construction Corporation Key Personnel Involved: Casey Hurley, PE, PMP, PLS Project Manager (2016-2020) Mark Leonard General Superintendent /Construction Management (2018-2020) This project reconstructed and widened approximately 5.9 miles of I-85 from north of Lane St. (Exit 63) to north of the US 29/US 601 Connector, to an eight-lane divided facility. Four travel lanes (two in each direction) were added to improve traffic flow in Cabarrus and Rowan counties. With traffic volumes in Cabarrus and Rowan counties predicted to increase each year and already exceeding capacity, this construction project was a necessity. To complete this project, eight bridges (11 including change orders) required replacement, rehabilitation, or removal. Construction of the US 29 bridge spanning railroad tracks mandated close coordination with Norfolk Southern Railway and the North Carolina Railroad. Creative overpass phasing solutions were implemented to protect existing rail operations and right-of-way. The Lane team also implemented improvements at the NC 152 and US 29/US 601/NC 152 interchanges. These two interchanges together replace the existing non-standard interchange, improving both traffic safety and efficiency. Safe and efficient travel through the work zone was facilitated by a comprehensive Traffic Management Plan and use of a temporary median access ramp.</p> <div><div><p>Key Project Relevancies:</p><ul style="list-style-type: none">• Design-Build Delivery• Interstate/Complex MOT• Railroad (NSR) Coordination• Utility Conflicts• ROW Acquisition• Environmental Permitting• Public & Media Relations Support• Bridge/Structure Construction• Coordination with Adjacent Projects• Hazardous Materials</div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lane’s performance on the project to identify Lane with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lane that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
This project experienced delays related to additional scope of work from the owner, NCRR, and Norfolk Southern Railroad, as well as coordination with a contractor on a simultaneous regional project. Lane successfully reached substantial completion by the negotiated date of November 2020. No LDs were assessed, nor were any other issues encountered.					
i. Quality Initiatives. Discuss Lane’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
The team implemented and administered a customized Design Quality Management Plan and a Construction Quality Management Plan. The plans ensured compliance with design QC requirements and identified the process for independent checking and auditing of the design calculations, plans, and studies/reports. The construction team collaborated with the designer to perform peer and constructability reviews to obtain input and feedback on material and methods of construction that influenced preparation of the construction documents. The full-time QC Manager managed all quality coordination with the owner and was well received for his extensive efforts. Success on this project was the direct result of this type of partnering (including among project management staff) with the owner, leading to a high-quality project that was delivered safety on time and on budget. Additionally, this partnering effort led to the resolution of all issues encountered over the course of the project.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lane shall provide a detailed explanation below.					
N/A					

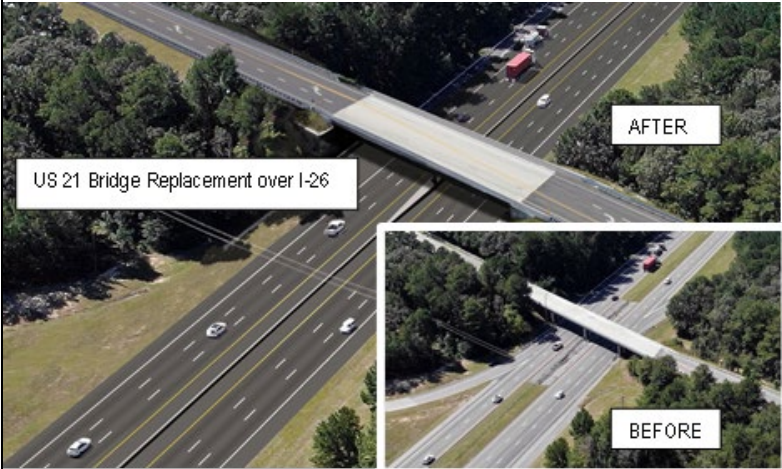

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lead Contractor - The Lane Construction Corporation

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lane’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lane (in thousands)
Name: I-85 over Yadkin River (I-2304AC) Delivery Method: Design-Build Location: Davidson & Rowan Counties, NC	Name: The Construction Corporation (Lead Contractor) Name: STV Incorporated (Lead Designer)	Name of Owner: NCDOT Project Manager: Kelly Seitz, PE Phone: 704-630-3220 Email: kseitz@ncdot.org	04/2014	\$144,448	\$65,002
g. Narrative describing the work performed by Lane. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project.					
<div>Offices Involved: Charlotte, NC Team Member Involvement: The Lane Construction Corporation Key Personnel Involved: Casey Hurley, PE, PMP, PLS – Senior Project Engineer (2010-2013)</div> <div><div></div><div><p>Lane, as part of a joint venture, upgraded seven miles of I-85 including road widening from four to eight lanes, realigning the roadway to eliminate sharp curves, and improving the NC 150 interchange. The project included relocating I-85 south of its current location and replacing the deficient two-lane bridges over the Yadkin River with dual four-lane, 2,700-linear-foot structures. Complex traffic control phases and shifts were required, and included close coordination with an adjacent construction project. As part of the complex MOT phasing, Lane constructed the NB lanes and moved all traffic onto the NB side of I-85 while constructing the SB lanes. The project also included the replacement of the Yadkin River Bridge and rail improvements. Lane coordinated extensively with Norfolk Southern Railway to construct the project around the rail ROW. Awards received include: • 2014 DBIA National Award of Merit for Transportation • Third Best of 2012 by <i>Roads and Bridges</i> magazine • Unique Challenges/Innovative Solutions: • Complex traffic control phases and shifts, major bridge designs, and extensive collaboration between team members were required. • Lane coordinated extensively with Norfolk Southern on constructing the project around the rail right-of-way.</p></div></div> <div><div>Key Project Relevancies:</div><div><ul style="list-style-type: none">• Design-Build Delivery• Interstate/Complex MOT• Railroad (NSR) Coordination• Utility Conflicts• ROW Acquisition• Environmental Permitting<ul style="list-style-type: none">• Public & Media Relations Support• Bridge/Structure Construction• Coordination with Adjacent Projects• Hazardous Materials</div></div>					
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Lane self-imposed its own intermediate project milestones as part of its schedule commitment to open the new structure and move traffic off of the existing deteriorated bridge to improve safety. Crews worked nights and weekends to meet the milestone. Lane played an integral role in coordinating with the local railroad agency. Concerns from Norfolk Southern over right-of-way resulted in a dispute with NCDOT that lasted nearly two years. Intervention by Lane helped to resolve the disagreement, allowing a railroad bridge to be added to the project scope and extending the contract by 12 months to complete the work.					
i. Quality Initiatives. Discuss Lane’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
Lane employed several initiatives to bolster quality on this project, including a full-time quality manager and an on-site concrete lab. In addition, we partnered with OSHA to hold regularly scheduled OSHA inspections and involvement.					
Lane also partnered with NCDOT to resolve a major preexisting NCDOT/NSRR ROW conflict. The project was completed without claims.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lane shall provide a detailed explanation below.					
N/A					

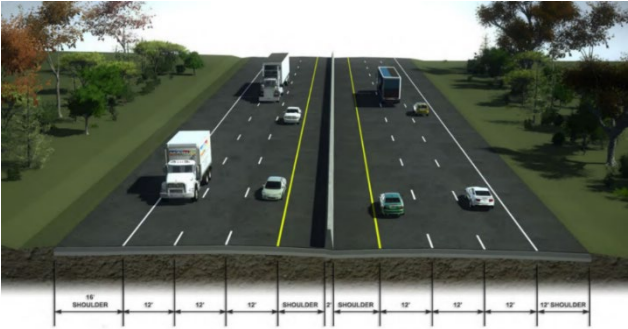
WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lead Designer – Stantec Consulting Services Inc. (Stantec)

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Stantec’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 Stantec (in thousands)																																				
Name: I-26/US 21 Interchange Improvements Exit 119 Delivery Method: Conventional - Design/Bid/Build (DBB) Location: Columbia, SC (Exit 119)	Name: Stantec Consulting Services Inc. (Lead Designer) Name: McClam (Lead Construction Firm)	Name of Owner: South Carolina Department of Transportation Project Manager: Joey McIntyre, PE Phone: (803)737-1842 Email: McIntyreJD@scdot.org	Professional Services: 2023 Construction: 2025 (est.)	\$ 47,500	\$2,400																																				
g. Narrative describing the work performed by Stantec. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether Stantec was the lead designer or a sub-consultant.																																									
<div>Offices Involved: Charleston, SC, Atlanta, GA, Columbia, SC, and Raleigh, NC Team Member Involvement: Stantec Consulting Services Inc. Key Personnel Involved: David Taylor, PE SE, Project Manager and Lead Structural Engineer, 2023 – 2024 (est.)</div> <div><div></div><div><p>Stantec was selected as the prime design firm and has recently developed new interchange design for US 21 and I-26 for the SCDOT. The team provided final bridge plans, survey; environmental documentation and permitting; roadway construction plans; utility coordination and SUE. This project is compliant with all the most recent SCDOT design requirements for interstate design and is being let for construction in early 2023.</p><p>A number of traffic deficiencies currently exist, including: the closely spaced intersections with the frontage road system (Rolling Meadows Lane, Pine Plain Road, and Old Pine Plain Road) in the interchange area; the intertwining of on-ramp to I-26 westbound with the frontage road on the east side of the interchange; the confusing and outdated configuration of the existing junction between US 21, K Avenue, and the frontage road on the east side of the interchange; and sight distance flaws. Stantec’s traffic analyses and Interchange Modification Report (IMR) addressed all these deficiencies as the firm developed the interchange configuration concepts.</p><p>Maintaining existing traffic on I-26 and US 21 was paramount to the design, as the existing bridge must remain in service until the new bridge can receive traffic. Stantec developed multiple interchange configurations each having unique requirements for the bridge. The chosen alternative requires the new bridge to be constructed in stages to avoid significant realignment of US 21. Stantec established how to construct the bridge in a way to provide the correct functionality at each stage of construction. Stantec performed all bridge design to the AASHTO LRFD, and the SCDOT bridge and advanced seismic specifications. An earlier project widened I-26 fully to the median, significantly complicating the construction for the replacement bridge in this project. Stantec’s chosen alternative employs a drilled shaft foundation to significantly ease the difficulty associated with construction in the closed median at the site. Planned Lexington County projects included the continuation of the 12th Street Extension from its existing terminus at Old Wire Road to US 21 on the east side of the interchange. This will provide the Amazon distribution center and the Saxe Gotha Industrial Park a direct route to I-26 and a second connection to the interstate system in addition to the one at I-77 and 12th Street Extension. Stantec has been meeting with Lexington County officials as part of the project to provide information as the project progresses. Finally, Stantec performed a detailed noise study to show a noise wall in the northwest quadrant of the project is not necessary, thus avoiding significant additional project cost. Leading from the Columbia Office, Stantec employed an integrated team from offices within the Carolinas and Georgia to ensure a balanced resource pool to meet the tight schedule demands of the project.</p></div><div><div>Key Project Relevancies:</div><div><ul style="list-style-type: none">• Interstate/Complex MOT• Utility Coordination• ROW Acquisition• Noise Wall Analysis• Retaining Wall Design<ul style="list-style-type: none">• Public & Media Relations Support• Bridge/Structure Construction• Environmental Permitting• Coordination with Adjacent Projects</div></div></div> <tr><td colspan="6">h. Self-Assessment. The information provided in this section should be a self-assessment of Stantec’s performance on the project to identify Stantec with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Stantec that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.</td></tr> <tr><td colspan="6">Stantec embraced the responsibility of making the project a landmark project to produce significant improvements to the interchange. Serious operational deficiencies of the existing interchange were addressed with a design that maintains existing traffic throughout construction. The program of stakeholder engagement was thorough and comprehensive to help avoid any delay due to the public being uniformed. We held on-on-one meetings with nearby industry and affected homeowners. Plans were completed on time and within budget. Stantec continues to be very responsive to construction RFI’s, VE proposals, and shop drawing submittals. One VE proposal that was successfully implemented resulted in the first use of a precast modular wall system for a bridge end bent in the state, enhancing schedule and economy for the project.</td></tr> <tr><td colspan="6">i. Quality Initiatives. Discuss Stantec quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.</td></tr> <tr><td colspan="6">Stantec followed its proven quality control methodology for the development of the project, incorporating a formalized independent checking process for all deliverables. Stantec provided timely resolution to SCDOT review comments to further enhance compliance to department standards. Schedule was monitored and maintained to drive the project to a meet the planned letting date.</td></tr> <tr><td colspan="6">j. 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WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lead Designer – Stantec Consulting Services Inc. (Stantec)

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Stantec’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 Stantec (in thousands)
Name: I-26 Widening Mile Marker 125-137 Delivery Method: Conventional - Design/Bid/Build (DBB) Location: Lexington & Calhoun Counties, SC	Name: Stantec Consulting Services Inc. (Lead Designer) Name: C.R. Jackson (Lead Contractor)	Name of Owner: South Carolina Department of Transportation Project Manager: Adam Humphries, PE Phone: (803) 737-3081 Email: HumphrieAS@scdot.org	Professional Services: 2023 Construction: 2027	\$ 318,000	\$ 6,000
g. Narrative describing the work performed by Stantec. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether Stantec was the lead designer or a sub-consultant.					
<div><div><div>US 21 Bridge Replacement over I-26</div><div>AFTER</div></div><div><div>BEFORE</div></div></div> <div><p>Offices Involved: Charleston, SC, Columbia SC, Atlanta, GA, and Ashville, NC Team Member</p><p>Involvement: Stantec Consulting Services Inc. Key personnel Involved: David Taylor, PE, SE, Lead Structural Engineer, 2021 -2024</p><p>As the prime designer, Stantec led from the Charleston Office, and employed an integrated team from offices within the Carolinas and Georgia to ensure a balance resource pool to meet the tight schedule demands of the project. Stantec’s services include concept design, traffic analysis with an Interchange Modification Report, public involvement, NEPA documentation, Section 404/401 permitting, roadway design, bridge and culvert design, and utility coordination. The project is operating under an accelerated schedule; the contract was executed in April 2021 and 95% final plans will be submitted in May 2023.</p><p>At 222 miles, I-26 is the longest interstate route in South Carolina. It connects the state’s three largest metropolitan areas and is a vital commercial freight, personal, and tourist route. Recognizing the highway’s four-lane segments were experiencing congestion and delays, SCDOT programmed the widening to accommodate current and projected future travel demands. Stantec was selected as the prime consultant to design the widening of I-26 from its current six-lane termini near Exit 125 eastward through the Exit 136 interchange. The total length of roadway improvements is 20.5 miles.</p></div> <div><p>Key Project Relevancies:</p><ul style="list-style-type: none">• Interstate/Complex MOT• Utility Coordination• ROW Acquisition• Interstate Widening• Accelerated Schedule• Bridges Over Creeks• Public & Media Relations Support• Bridge/Structure Construction• Environmental Permitting• Coordination with Adjacent Projects• Retaining Wall Design</div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Stantec’s performance on the project to identify Stantec with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Stantec that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
By close engagement of all stakeholders, subconsultants and agencies, Stantec was able to drive this project to a successful letting on schedule and within budget. Stantec is continuing to support the contractor with rapid response to RFI’s, and shop drawing reviews. We successfully managed a large team of subconsultants to drive on-time delivery of design and plans, and responses to review comments.					
i. Quality Initiatives. Discuss Stantec’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.					
Stantec followed its proven quality control methodology for the development of the project, incorporating a formalized independent checking process for all deliverables. Stantec provided timely resolution to SCDOT review comments to further enhance compliance to department standards. Schedule was monitored and maintained to drive the project to a meet the planned letting date. Bret Gillis conducted bi-weekly project meetings with the full design team and the SCDOT management team to develop real-time resolution to key project issues.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Stantec shall provide a detailed explanation below.					
Not Applicable.					

.WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lead Designer– Stantec Consulting Services Inc. (Stantec)

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Stantec 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 Stantec (in thousands)
Name: I-26 Widening Mile Marker 137-146 Delivery Method: Conventional - Design/Bid/Build (DBB) Location: Calhoun and Orangeburg Counties, SC	Name: Stantec Consulting Services Inc. (Lead Designer) Name : Lead Contractor TBD as project is still in design	Name of Owner: South Carolina Department of Transportation Project Manager: Adam Humphries, PE Phone: (803) 737-3081 Email: HumphrieAS@scdot.org	Professional Services: 2025 Construction: 2028	\$ 260,000 (est.)	\$7,000 (est.)
g. Narrative describing the work performed by Stantec. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<div>Offices Involved: Charleston, SC, Columbia, SC, Atlanta, GA, and Asheville, NC Team Member Involvement: Stantec Consulting Services Inc. Key Personnel Involved: David Taylor, PE SE– Lead Structural Engineer, 2021-2025 (est.)</div> <div><div></div><div><p>SCDOT selected Stantec as the prime consultant to design the widening of I-26 from mile markers 137 to 146. The project includes widening nine miles of I-26 to six lanes, complete reconstruction of Exits 139 and 145, relocation of frontage roads, and replacement of seven bridges. The project begins east of Exit 136, where our other I-26 widening project ends. It will continue the interstate expansion with some of the same rural interstate widening elements established in the first project, such as typical section selection criteria, mainline profile evaluations, 16’ outside paved shoulder for emergency evacuations, detour routing for overpass bridges, and box culvert evaluations for rehabilitation or replacement. This project also includes railroad coordination to replace the two I-26 bridges over Norfolk Southern railroad. Stantec led design from the Charleston Office, and employed an integrated team from offices within the Carolinas and Georgia to ensure a balance resource pool to meet the tight schedule demands of the project. Stantec’s services include concept design, traffic analysis with an Interchange Modification Report, public involvement, NEPA documentation, Section 404/401 permitting, roadway design, bridge and culvert design, railroad coordination, and utility coordination.</p></div><div><div>Key Project Relevancies:</div><div><ul style="list-style-type: none">• Interstate/Complex MOT• Railroad (NSR) Coordination• Utility Coordination• ROW Acquisition• Interstate Widening• Bridges Over Creeks<ul style="list-style-type: none">• Public & Media Relations Support• Bridge/Structure Construction• Environmental Permitting• Coordination with Adjacent Projects• Retaining Wall Design</div></div></div>					
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By close engagement of all stakeholders, sub consultants and agencies, Stantec was able to drive this project to a successful conclusion of ROW plans on schedule and within budget. Stantec is continuing to develop the plans to produce construction documents with rapid response to review comments and design challenges. Stantec successfully managed a large team of subconsultant to drive on-time delivery of field data collection and analysis. An additional challenge involved the replacement of the I-26 Bridges over Norfolk Southern Railway. Stantec advanced the production of the bridge plans for this site, providing additional time to navigate the railroad approval process.					
i. Quality Initiatives. Discuss Stantec’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.					
Stantec followed its proven quality control methodology for the development of the project, incorporating a formalized independent checking process for all deliverables. Stantec provided timely resolution to SCDOT review comments to further enhance compliance to department standards. Schedule was monitored and maintained to drive the project to a meet the planned ROW plans date. Bret Gillis conducted bi-weekly project meetings with the full design team and the SCDOT management team to develop real-time resolution to key project issues.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Stantec shall provide a detailed explanation below. Not applicable.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Lead Designer – Stantec Consulting Services Inc. (Stantec)

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Stantec’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 Stantec (in thousands)
Name: I-85/I-385 Gateway Interchange Improvements Delivery Method: Design-Build Location: Greenville, SC	Name: CECS (Lead Designer) Stantec (Major Design Sub-consultant) Name: Flatiron Construction/ Zachry Construction Corp (JV Contractor)	Name of Owner: South Carolina Department of Transportation Project Manager: John Boylston, PE Director of Preconstruction Phone: (803) 737-2314 Email: McIntyreJD@scdot.org	Professional Services: 2020 Construction: 2020	\$ 300,000	\$ 2,500
g. Narrative describing the work performed by Stantec. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<div><div></div><div><p>Offices Involved: Charleston, SC, Columbia, SC, and Raleigh, NC Team Member Involvement: Stantec Consulting Services Inc. Key Personnel Involved: David Taylor, PE, SE, Lead Engineer, 2014- 2019</p><p>SCDOT recognized that I-385 had an antiquated interchange with I-85 and needed widening due to increased traffic volumes. Stantec’s extensive experience designing interstate widening projects made the firm a key part of the design-build team that replaced the existing interchange and widened I-385 to six lanes through the interchange.</p><p>Stantec served in a subconsultant role and led from our Columbia office, drawing from an integrated team of resources from the Columbia, Raleigh and Charleston offices. Stantec designed the maintenance of traffic plan for the whole system-to-system interchange and provided final design services to replace the Roper Mountain Road overpass over I-85.</p><ul style="list-style-type: none">The bridge was designed to be constructed in two stages. The first stage is constructed while maintaining traffic on the existing bridge. As the new bridge is longer than the existing bridge, Stantec had to include shoring walls parallel to Roper Mountain Road that could accommodate the construction phasing. To address site constraints Stantec designed one end bent as a “propped MSE” wall that consists of an MSE wall perched on top of a soil-nailed wall.The replacement bridge is a 4-span, prestressed concrete beam bridge curved in plan. Stantec designed the beam framing to allow for the use of chorded beams, while preserving SCDOT deck overhang limit requirements. This solution was significantly more economical than a curved steel girder bridge, the other option considered. A substructure combination of drilled shaft and pile footing bents support the bridge. Drilled shafts are employed in the median of I-85 to minimize the construction footprint near interstate traffic.Stantec developed and maintained the maintenance of traffic plan for the whole system-to-system interchange reconstruction. Multiple complex phases of construction were required with both horizontal and vertical temporary traffic shifts between stages. The contractor made several adjustments throughout the construction period that Stantec evaluated and designed in real time as construction progressed.</div><div><p>Key Project Relevancies:</p><ul style="list-style-type: none">• Design-Build Delivery Method• Interstate/Complex MOT• Railroad (NSR) Coordination• Utility Coordination• Retaining Wall Design• Interstate Widening• Public & Media Relations Support• Bridge/Structure Construction• Environmental Permitting• Coordination with Adjacent Projects• Hazardous Materials</div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Stantec’s performance on the project to identify Stantec with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Stantec that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Stantec provided significant support to the prime design consultant to enhance the progression of the contract, including assuming additional scope items, and provided embedded staff to supplement the prime consultant’s in-house staff. To aid the schedule recovery effort, Stantec made frequent adjustments to the construction staging plans to enable the contractor to make further progress. Stantec optimized bridge design beyond the pre-bid design, providing net cost efficiencies. Stantec mobilized rapidly to the site to quickly resolve construction issues.					
i. Quality Initiatives. Discuss Stantec’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.					
Stantec follows a formalized quality process to develop final design documents meeting or exceeding client expectations. In addition, we worked within the SCDOT’s design review framework for the project. We responded to and addressed review comments within the expected schedule. Stantec worked within the prime design firm’s schedule, making resource adjustments as appropriate to support the schedule execution.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Stantec shall provide a detailed explanation below.					
Not applicable.					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Prime CEI Consultant - WSP

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify WSP’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 WSP (in thousands)
Name: I-440 Widening Delivery Method: Design-Build Location: Raleigh, NC	Name: WSP USA (Prime CEI Consultant) Name: The Lane Construction Corporation (Lead Contractor)	Name of Owner: NCDOT Project Manager: Cody Winkler Phone: (919)733-9499 Email: ncwinkler@ncdot.gov	11/2025 02/2026	\$350,000	\$25,000
g. Narrative describing the work performed by WSP. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
WSP serves as NCDOT’s prime CEI consultant for the design-build project to widen approximately 6.5 miles of I-440 from a four-lane section to a six-lane divided facility and includes a grade separation project at a complex intersection including three railroad entities. Major aspects of the work include maintenance of traffic (MOT) due to the high traffic volumes; environmental compliance; structures, including bridges, culverts, and walls; railroad coordination; and public involvement. The project staff includes two project engineers, 34 inspectors, and a document controls specialist. Work is performed during day and night shifts. Scope of work includes contract administration, inspection of construction activities, material sampling and testing, and document control. WSP’s utilized their Raliegh, NC office location for this project.					
h. Self-Assessment. The information provided in this section should be a self-assessment of WSP’s performance on the project to identify WSP with firms or personnel that have successfully completed projects on time and on or under budget, and to identify WSP that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
The grade separation work as part of the project involves numerous stakeholders and limited time for completion. WSP, working with NCDOT and the contractor, set weekly meetings that included representatives from each railroad entity to streamline the work. WSP also provided office support from our transit and rail unit to review contractor submittals prior to submission to the rail authorities to avoid timely delays with requests for revisions and resubmission.					
i. Quality Initiatives. Discuss WSP’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.					
WSP implemented its internal Project Management Plan (PMP), Quality plan (QP), and Project Safety Plan (PSP) for the project. The PMP and QP defined project deliverables and milestones, determined when each deliverable is contractually required to be submitted to the client, and defined the staff responsible for reviewing each deliverable. The PSP completed by the Project Manager identified risks based on hazards associated with the specific work and is updated throughout the project and provided to all CEI staff. With the project including federal funding, it is essential that document control is maintained to attain project certification and funding. Our QP contains checks and balances between our project engineers and document control specialist to confirm that no discrepancies exist between payments made to the contractor and the project documentation used for payment verification.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, WSP shall provide a detailed explanation below.					
N/A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
CEI Consultant - WSP

a. Project Name, Delivery Method (DBB, DB, etc.), & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify WSP’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 WSP (in thousands)
Name: Port Access Road Delivery Method: Design-Build Location: Charleston, SC	Name: WSP USA (CEI Consultant) Name: The Lane Construction Corporation (Lead Contractor)	Name of Owner: SCDOT Project Manager: Daniel Burton Phone: (843) 746-6727 Email: BurtonD@scdot.org	03/2022 08/2022	\$220,000	\$30,000
g. Narrative describing the work performed by WSP. If submitting work completed by an affiliated or subsidiary company of A, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether B was the lead designer or a sub-consultant.					
<p>WSP served as the lead CEI consultant on SCDOT’s \$220 million Port Access Road project that included roadway and structure work from the new port terminal to I-26 in Charleston. Work consisted of a new interchange on I-26, construction of the Bainbridge Connector Road, an extension to Stromboli Avenue, and improvements to surrounding roadways. The project was constructed near live traffic and spanned active CSX and Norfolk Southern rail lines. The alignment contained soft soils and hazmat adjacent to wetlands and larger U.S. bodies of water. This project added cargo and freight capacity to Charleston’s roadways while minimizing the port’s effects on surrounding communities.</p> <p>WSP’s scope of work included full construction administration, including CPM schedule reviews, processing contractor pay estimates, submittal and RFI review and response, claims avoidance, and preparation of final as-built records; inspections included drilled shafts, pile driving, bridge deck pours, grading, paving, railroad coordination, traffic control, and weekly SWPP reporting. WSP’s utilized their Raliegh, NC office location for this project.</p>					
h. Self-Assessment. The information provided in this section should be a self-assessment of WSP’s performance on the project to identify WSP with firms or personnel that have successfully completed projects on time and on or under budget, and to identify WSP that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>In November 2019, SCDOT agreed to a global settlement that redefined Substantial Completion of the project and reorganized the project into two phases. WSP’s CEI team worked closely with the SC Ports Authority (SCPA), the SCDOT, and the contractor to inspect all production work required to prevent non-conforming work and open the facility to traffic. As a result, the Mainline and Interchange (Phase 1) opened to traffic within one week of the revised Substantial Completion date. WSP’s team was again an integral part in assisting the contractor in opening the Local Roads (Phase 2) to traffic exactly on the Substantial Completion date.</p>					
i. Quality Initiatives. Discuss WSP’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>WSP implemented its internal Project Management Plan (PMP), Quality plan (QP), and Project Safety Plan (PSP) for the project. The PMP and QP defined project deliverables and milestones, determined when each deliverable is contractually required to be submitted to the client, and defined the staff responsible for reviewing each deliverable. The PSP completed by the Project Manager identified risks based on hazards associated with the specific work and was updated throughout the project and provided to all CEI staff. These plans maintained the safety of staff and the traveling public while allowing for effective document control and efficient project closeout.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, WSP shall provide a detailed explanation below.					
N/A					

APPENDIX C

Quality of Past Performance



SCDOT I-85 Widening Phase III



[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

- [REDACTED]
- [REDACTED]
[REDACTED]
[REDACTED]
- [REDACTED]
[REDACTED]

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

[REDACTED]

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]



SCDOT

Carolina Crossroads Phase 3C - I-20 Widening and Saluda River and CSX Bridge Replacements
Design-Build Project

Project ID P043325 – SOQ

3.5.2 Quality of Past Performance

The Proposer shall provide Work History and Quality Forms –Contractor/Designer for each transportation projects, other than those previously provided in Section 3.5.1, active or completed, within the last five years that has a “yes” response to any of the following questions. Sections A through G and Section J shall be completed.

- *Have any design-build projects or projects of similar scope involving the Lead Contractor or Lead Designer been delayed more than 30 days such that liquidated damages were assessed?*
 - **Over the course, the Company has performed thousands and thousands of contracts and may have received an assessment of liquidated damages on a project, but we do not formally track such, and thus, we are not aware of any specific instances. In the interest of transparency, as a provider of professional services (as opposed to construction services) Stantec does not typically enter agreements with liquidated damages. In any event, to our knowledge we have not been assessed any liquidated damages relevant to this work.**
- *Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?*
 - **Yes. There are no unsatisfied judgments or arbitration awards outstanding against Stantec. Stantec does have some legal proceedings, lawsuits, or claims pending. These are a normal part of professional services industries. All have been reported to Stantec’s insurers who are in the process of adjusting/managing them. None will have a material effect on the financial position of the company or its ability to undertake this assignment. Perhaps of greater comfort to our clients is the fact that Stantec seeks to deal with client concerns and claims promptly and fairly through its Risk Management group. As a public company, Stantec has substantial assets and maintains a high professional liability insurance limit. Stantec’s claims history has resulted in relatively low insurance premiums when compared with firms of similar size and character.**
- *In the SOQ Narrative, indicate if any individual or firm has been suspended, debarred, disqualified from bidding, or declared ineligible for work by any entity or are any such actions pending against them within the last five years.*
 - **None.**

[REDACTED]

Bar Index	Relative Length (approximate)
1	100%
2	25%
3	5%
4	95%
5	60%
6	15%
7	90%
8	5%
9	95%
10	20%


[REDACTED]

[illegible]

[REDACTED]

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
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[REDACTED]





Liberty Mutual Insurance

National Insurance Construction
157 Berkeley Street
Boston, MA 02116

May 9, 2024

Victoria Nascembeni
The Lane Construction Corporation
90 Fieldstone Court
Cheshire, CT 06410

RE: The Lane Construction Corporation
Workers Compensation Experience Modification Rate History

Please be advised that AON is the insurance broker for The Lane Construction Corporation.

Experience Modification Rates for the Lane Construction Corporation for the past three policy periods are as follows:

EMR DATES	NCCI	Insurance Carrier
05/30/2024	.74	Liberty Insurance Corporation
05/30/2023	.86	Liberty Insurance Corporation
05/30/2022	.84	Liberty Insurance Corporation
05/30/2021	.82	Liberty Insurance Corporation

If you need anything else, I can be reached at (617) 654-4096


Natalie O'Brien
Account Specialist

APPENDIX D

Legal & Financial



VDOT I-495 Express Lanes





June 10, 2024

South Carolina Department of Transportation
Office of Local Government Services
955 Park Street, Room 108
Columbia, SC 29201
Attn: Mr. Nick Pizzuti

RE: Request for Qualifications – Project ID P043325 (the “RFQ”)
Carolina Crossroads Phase 3C – I-20 Widening and Saluda River and CSX Bridge
Replacements Design Build Project (the “Project”)
Statement of Financial Capacity

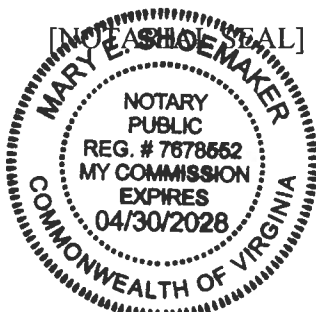
Mr. Pizzuti,

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,


Jose Martin Alos
Senior Vice President of Construction

On this 10th day of June, 2024, before me, Mary Shoemaker,
Notary Public for Virginia, personally appeared Jose Martin Alos, 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.



Mary Shoemaker
Notary Public
My Commission Expires: 4/30/28

June 18, 2024

South Carolina Department of Transportation
Office of Local Government Services
955 Park Street
Room 108
Columbia, SC 29201

**RE: The Lane Construction Corporation
Request for Qualifications
Carolina Crossroads, Phase 3C – I-20 Widening and Saluda River and CSX Bridge Replacements
Design-Build Project; Project ID P043325; Lexington County, South Carolina
Estimated Project Value: \$250,000,000.00**

To Whom It May Concern:

This letter will serve to confirm that The Lane Construction Corporation is a highly regarded and valued client of the sureties, Liberty Mutual Insurance Company, Nationwide Mutual Insurance Company, Everest Reinsurance Company and Markel Insurance Company (the 'co-sureties'). Each surety company is licensed to conduct surety business in the State of South Carolina, and each surety company holds a Certificate of Authority as listed in the Department of the Treasury's Listing of Approved Sureties (Department Circular 570) dated July 1, 2023. Furthermore, each surety company is rated "A" or better by A.M. Best Company, all with Financial Size Category "XIII" or better.

The Lane Construction Corporation has developed a strong track record of completing complex construction projects on time and within the available budget. The co-sureties provide surety support for The Lane Construction Corporation for individual projects with contract values approaching \$350,000,000 and corresponding backlogs approaching \$2,750,000,000. The co-sureties are prepared to provide single 100% Performance and 100% Labor and Materials Payment Bonds for this Project as proposed in the RFQ, in the amount of the anticipated cost of construction should The Lane Construction Corporation be the successful bidder and enter into a contract for this Project.

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

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

Sincerely,

Liberty Mutual Insurance Company
Nationwide Mutual Insurance Company
Everest Reinsurance Company
Markel Insurance Company


Theresan E. Rowedder
Attorney-in-Fact

AON

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



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

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

Certificate No: **8210070-012022**

POWER OF ATTORNEY

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

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

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 8th day of May, 2023.



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

By: David M. Carey
David M. Carey, Assistant Secretary

State of PENNSYLVANIA ss
County of MONTGOMERY

On this 8th day of May, 2023 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2025
Commission number 1126044
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

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

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

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

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 18th day of June, 2024.



By: Renee C. Llewellyn
Renee C. Llewellyn, Assistant Secretary

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

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

Power of Attorney

KNOW ALL MEN BY THESE PRESENTS THAT:

Nationwide Mutual Insurance Company, an Ohio corporation

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

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

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

UNLIMITED

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

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

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

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

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

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

IN WITNESS WHEREOF, the Company has caused this instrument to be sealed and duly attested by the signature of its officer the 20th day of August, 2021.



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

ACKNOWLEDGMENT

STATE OF NEW YORK COUNTY OF NEW YORK: ss

On this 20th day of August, 2021, before me came the above-named officer for the Company aforesaid, to me personally known to be the officer described in and who executed the preceding instrument, and he acknowledged the execution of the same, and being by me duly sworn, deposes and says, that he is the officer of the Company aforesaid, that the seal affixed hereto is the corporate seal of said Company, and the said corporate seal and his signature were duly affixed and subscribed to said instrument by the authority and direction of said Company.



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



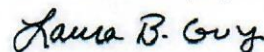
Notary Public
My Commission Expires
October 19, 2024

CERTIFICATE

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

IN WITNESS WHEREOF, I have hereunto subscribed my name as Assistant Secretary, and affixed the corporate seal of said Company this 18th day of

June, 2024



Assistant Secretary



**POWER OF ATTORNEY
EVEREST REINSURANCE COMPANY**

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

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

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

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

This Power of Attorney is granted and is signed by facsimile under and by the authority of the following Resolutions adopted by the Board of Directors of Company ("Board") on April 21, 2016:

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

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

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

IN WITNESS WHEREOF, Everest Reinsurance Company has caused their corporate seals to be affixed hereto, and these presents to be signed by their duly authorized officers this 15th day of February 2023.



Everest Reinsurance Company

By: Anthony Romano, Senior Vice President

On this 15th day of February 2023, before me personally came Anthony Romano, known to me, who, being duly sworn, did execute the above instrument; that he knows the seal of said Company; that the seal affixed to the aforesaid instrument is such corporate seal and was affixed thereto; and that he executed said instrument by like order.

LINDA ROBINS
Notary Public, State of New York
No 01R06239736
Qualified in Queens County
Term Expires April 25, 2027

Linda Robins, Notary Public

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

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company, this 18th day of June 2024.



By: Nicole Chase, Assistant Secretary

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



EVEREST.

SURETY BOND SEAL ADDENDUM EVEREST REINSURANCE COMPANY

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

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

Dated this 7th day of April 2020.

EVEREST REINSURANCE COMPANY

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



JOINT LIMITED POWER OF ATTORNEY

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

Theresan E. Rowedder

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

In Unlimited Amounts

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

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

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

SureTec Insurance Company

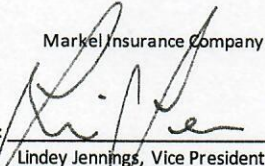
By:


Michael C. Keimig, President



Markel Insurance Company

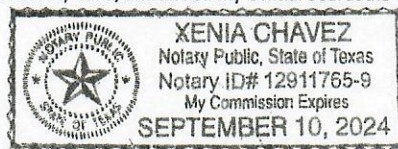
By:


Lindsey Jennings, Vice President

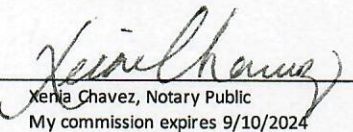
State of Texas
County of Harris:

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

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



By:

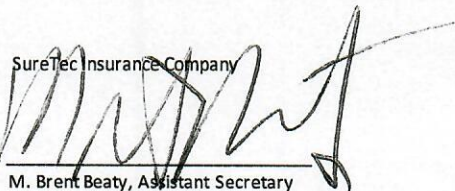

Xenia Chavez, Notary Public
My commission expires 9/10/2024

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

IN WITNESS WHEREOF, we have hereunto set our hands, and affixed the Seals of said Companies, on the 18th day of June, 2024.

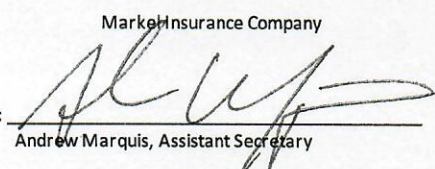
SureTec Insurance Company

By:


M. Brent Beaty, Assistant Secretary

Markel Insurance Company

By:


Andrew Marquis, Assistant Secretary



Columbia, South Carolina

**SOUTH CAROLINA DEPARTMENT
OF
TRANSPORTATION**

PRIME CONTRACTOR

PREQUALIFICATION CERTIFICATE

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

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

THE LANE CONSTRUCTION CORPORATION

Vendor ID: 1TH013

Issued : October 19, 2023

Expires: October 31, 2024

Approved By: *Maria A. Davis*
Prequalification Coordinator

APPENDIX E

Organizational Conflicts of Interest



FDOT Wekiva Parkway Section 8

DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

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

Attach additional sheets as necessary.

- Describe nature of the potential conflict(s):
N/A
- Describe measures proposed to mitigate the potential conflict(s):
N/A

Signature

Jose Martin Alos

Print Name

The Lane Construction Corporation

Company

6-14-24
Date

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.

N/A

N/A

Name

Phone

N/A

Company

APPENDIX F

Confidential or Proprietary Information Summary List



VDOT I-95 Express Lanes

3.1.5 Confidential or Proprietary Information Summary List

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

Document Title	Pages Numbers
Appendix C – Quality of Past Performance (Section 3.5.2)	C-1, C-2, C-4, C-5, C-6, C-7

APPENDIX G

Addendum Receipt Forms



FDOT SR 408/SR 417 Interchange Improvements





South Carolina
Department of Transportation

NOTICE OF RECEIPT

**Carolina Crossroads Phase 3C – I-20 Widening and Saluda River and CSX Bridge
Replacements**

**Design-Build – Project ID P043325
Lexington County**

Addendum 1

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

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

Confirmation Statement:

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

PROPOSER's Signature

6-14-24

Date

JOSE MARTIN ALOS

Printed Name

For: The Lane Construction Corporation

Design-Build Team Name



APPENDIX H

Key Individual & Contractor/ Designer Reference Forms



NCDOT I-440 Beltline Widening



[illegible]

Email	First Name	Last Name	Company Name	Project Name	Team
References from Work History Sheets					
jtjohnson4@ncdot.com	Justin	Johnson	Lane	I-40/I-77 Interchange D-B	Lane
parrissl@scdot.org	Shane	Parris	Lane	I-85 Widening III D-B	Lane
kseitz@ncdot.org	Kelly	Seitz	Lane	I-85 Widening D-B	Lane
kseitz@ncdot.org	Kelly	Seitz	Lane	I-85 over Yadkin River D-B	Flatiron/Lane, Joint Venture
boylstonjd@scdot.org	John	Boylston	Stantec	I-85/I-385 Gateway Project D-B	Flatiron/Zachry JV
BennettJA@scdot.org	Alex	Bennett	Stantec	I-26 Widening MM 125-137	Stantec
clink@greenvillesc.gov	Clint	Link	Stantec	Augusta Street Corridor Pedestrian and Traffic Safety Improvements Plan	Stantec
NeckerJL@scdot.org	Jen	Necker	Stantec	I-26/US21 Interchange Improvements (Exit 119)	Stantec
BurtonD@scdot.org	Daniel	Burton	WSP	Port Access Road D-B	Lane
ncwinkler@ncdot.gov	Cody	Winkler	WSP	I-440 Widening D-B	Lane
References from Prior Teaming Experience Table (3.3.1.c)					
sbialy@pwcgov.org	Sherif	Bialy	PWCDOT	Route 1 Improvements D-B	Lane (Lead Contractor) / Stantec (Lead Designer)
John.Lynch@vdot.virginia.gov	John	Lynch	VDOT	495 Express Lanes D-B/P3	Lane (Contractor JV)/ Stantec (Major Engineering Subconsultant)
john.kerney@vpva.virginia.gov	John	Kerney	VPRA	Dulles Metrorail Corridor Extension P3	Lane (Major Utility Relocation Subcontractor) / Stantec (Major Engineering Subconsultant)
jtjohnson4@ncdot.com	Justin	Johnson	NCDOT	I-40/I-77 Interchange D-B	Lane
kseitz@ncdot.org	Kelly	Seitz	NCDOT	I-85 over Yadkin River D-B	Flatiron / Lane, Joint Venture
kseitz@ncdot.org	Kelly	Seitz	NCDOT	I-85 Widening (Rowan County) D-B	Lane
martinke@scdot.org	Ken	Martin	SCDOT	US 76 Bridges Sumter	Stantec
mcintyrejd@scdot.org	Joey	McIntyre	SCDOT	Arcadia Lakes Drive Roadway & Bridge Replacement	Stantec
mczymbor@hardeevillesc.gov	Michael	Czymbor	City of Hardeeville, SC	Riverport Parkway North	Stantec
jim.cravens@ice-eng.com	Jim	Cravens	City of Charlotte, NC	LYNX Blue Line Extension Civil Contract B/C	Lane
ncwinkler@ncdot.gov	Cody	Winkler	NCDOT	I-440 Widening D-B	Lane

