



Carolina Crossroads Phase I Colonial Life Blvd. Design-Build

Project ID P039718 | Richland & Lexington Counties



Statement of Qualifications

May 13, 2020



3.2 Introduction

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

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

3.2.2 Proposer's Points of Contact for Procurement

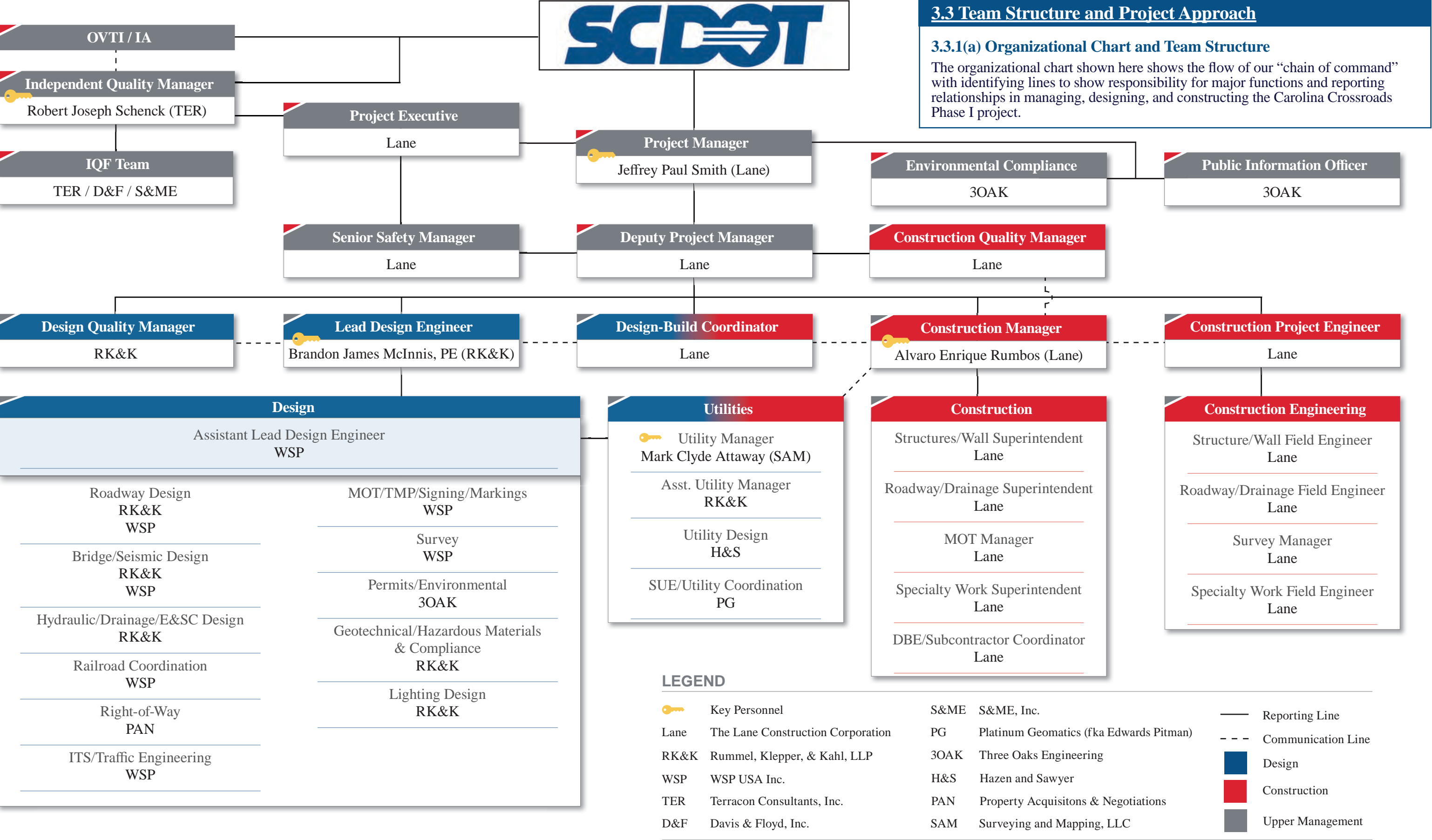
Name	Firm	Mailing Address	Phone	Email
Martin Grem, PE, DBIA	Lane	6125 Tyvola Centre Drive Charlotte, NC 28217	Office: 704-679-0561 Mobile: 980-298-3911	msgrem@laneconstruct.com
Brandon McInnis, PE	RK&K	8601 Six Forks Road Forum 1, Suite 700 Raleigh, NC 27615	Office: 919-878-9560 Mobile: 919-426-1635	bmcinnis@rkk.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. **Rummel, Klepper & Kahl, LLP (RK&K)**, is the full legal name of the Lead Design firm.

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

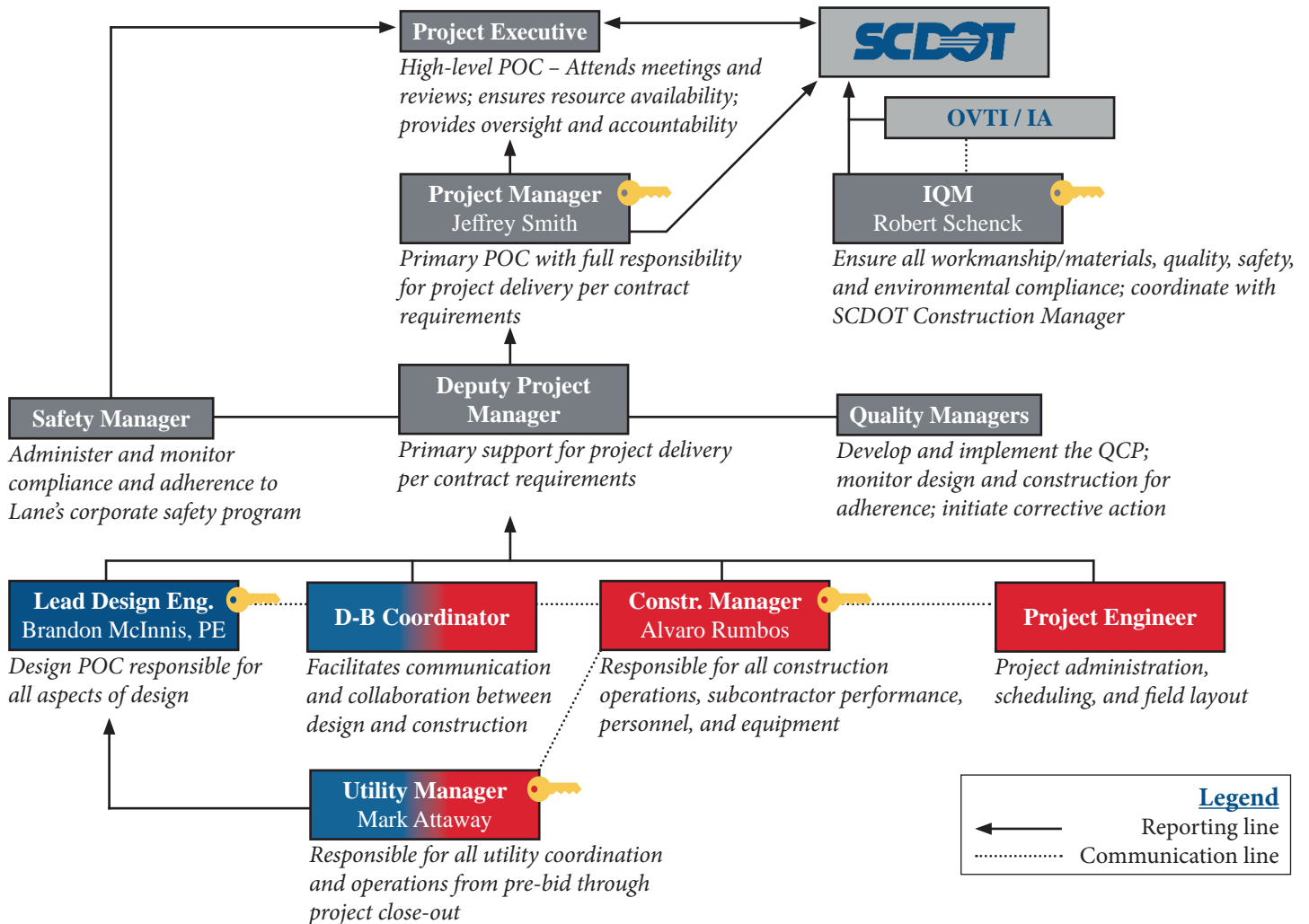
Lane and RK&K confirm the commitment that all Key Individuals identified within this SOQ are available for the duration of the Carolina Crossroads Phase I – Colonial Life Boulevard Design-Build project. Our Team is committed to providing all necessary resources and personnel required to meet or exceed SCDOT's quality and schedule expectations and successfully deliver the project.





3.3 Team Structure and Project Execution

3.3.1(b) Team Structure & Integration – Lane will serve as the sole contracting entity with SCDOT. RK&K will serve as Lead Designer under direct contract to Lane, supported by major design subconsultant WSP.



Our design team has been structured to capitalize on the interwoven strengths of each specialty firm, including subconsultants Platinum Geomatics (fka Edwards Pitman) (PG), Three Oaks Engineering (3OAK), Hazen and Sawyer (H&S), Property Acquisition and Negotiations (PAN), and Surveying and Mapping, LLC (SAM). All design subconsultants will be under direct contract and overall leadership of RK&K. (See Table 3.3.1(c) Previous Teaming Success pg. 5)

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, and manage risk. We will apply our collective D-B expertise to ensure these risk items are effectively mitigated to successfully deliver this important project on time, under budget, and focused on quality and safety. The three most critical risks pertaining to this project are described in the table on the following page, as well as our expectations for SCDOT's involvement.

Risk/Impact to Project	Mitigation Strategies	SCDOT/Agency Involvement**			
		CC	AA	TRA	TI
Critical Risk – Utility Relocations					
<ul style="list-style-type: none">– Non-contract relocation delays/impacts– Utility conflicts between Owner and D-B Team plans– Utility relocations in rock, subsurface conflicts– RR coordination associated with utility impacts– Conflict with existing pump station– 65-year-old 30” sewer force main adjacent to CSX RR– Demolition of Colonial Life Blvd. flyover bridge under power lines	<ul style="list-style-type: none">» Established, experienced Utility Team (p. 7) dedicated specifically to resolving utility conflicts» Develop plans to minimize/eliminate conflicts where possible» Use BIM clash detection and 3D CAD to identify potential conflicts, source the conflict to identify the magnitude» Additional borings to confirm rock location/type, minimize utilities in rock» Review utility plans for compliance, validation of ROW, constructability» Secure and schedule critical relocations before construction begins» Sequence work around utility relocations occurring later in the schedule» Schedule recovery measures (fast-tracking, crashing the schedule)» Condition assessment of 30” sewer force main, minimize/eliminate conflicts, develop working/staging areas away from force main» Weekend closure for bridge demolition, stage traffic using ramps to shift mainline traffic away from spans to be removed	X	X	X	X
Critical Risk – Skilled Labor Availability					
<ul style="list-style-type: none">– Schedule delays due to skilled labor shortages– Anticipated labor category shortages:<ul style="list-style-type: none">◊ Heavy equipment operators◊ Bridge-related trades◊ Foremen◊ Structures superintendent	<ul style="list-style-type: none">» Advance coordination of experienced crews to be reassigned from, or shared with, other Lane projects in the Southeast U.S. region» Offer project-specific recruitment, attendance, and performance incentives to foremen and craft workers» Leverage employee incentive program to source staff, offering project-based compensatory incentives» Engage marketing and advertising to source local marketing resources» Project-specific website for direct input applications and notification to project construction manager» Engage local, regional, and national labor source companies depending on skill level required» Leverage SCDOT and DBE Business Development office outreach efforts» Source local organizational/civic events to advertise/promote the project	X			
Critical Risk – Rock Hardness/Geotechnical					
<ul style="list-style-type: none">– Schedule delays/increased costs– Rock quality and depth – foundation construction in extremely hard granitic rock	<ul style="list-style-type: none">» Obtain additional borings (geophysical) to determine rock location & quality» Bridge foundation developed to take advantage of rock – shallow foundations, drilled sockets, etc.» Develop plans to minimize excavation in rock» Perform investigation/monitoring of rock blasting» Leverage in-house experience to self-perform rock excavation & nationwide relationships with specialty experts or subcontractors» Explore options such as plasma blasting and pre-splitting/controlled blasting» Develop utility and drainage plans that minimize system elements in rock» Develop schedule to accurately reflect time for rock work	X		X	X
** CC – Coordination/Collaboration AA – Assessments Analysis TRA – Time Reviews and Approvals TI – Timely Inspections					
Potential Additional Risks					
<ul style="list-style-type: none">» Potential deteriorated condition of existing concrete pavement and a mitigation strategy for major and minor repairs, including MOT» GPR surveys and additional cores/borings to assess asphalt depth and identify shoulder improvements for supporting temporary traffic» Potential for buried construction debris/boulders in fill» Issues associated with designing and permitting a temporary works crossing of the Saluda River» Schedule delays associated with railroad coordination for site access and work in the railroad right-of-way					

3.3.1(c) Previous Teaming Success

NCDOT I-485/I-85 “TURBINE” INTERCHANGE DESIGN-BUILD, Mecklenburg County, NC (2011–2015)	
Description	\$99 million Modification of the existing I-485/I-85 interchange to a turbine (first in NC) that uses smaller, single-span bridges, smaller columns, and flatter roadway profiles.
Lane Participation	Lead Contractor: Roadway, bridge, and interchange construction; bridge replacement; earthwork; ROW acquisition; drainage; sound & MSE walls; roadway-related specialties; utility relocation; environmental permitting & mitigation
RK&K Participation	Subcontractor to Lead Design firm: Hydraulic design, erosion control, stormwater management, and jurisdictional impacts for bidding and final design, including permit drawings and agency meetings.
Collaboration	Lane and RK&K collaborated during the design phase to determine options. NCDOT was heavily involved and agencies were consulted throughout the process to ensure environmental compliance. Throughout construction, RK&K met on site with Lane and NCDOT for erosion control compliance and collaboration.
Construction & Design Reference	NCDOT Virginia Mabry vmabry@ncdot.gov 919-707-6604
VDOT ROUTE 29 SOLUTIONS DESIGN-BUILD, Albemarle County, VA (2015–2017)	
Description	\$117 million Design and construction of the Route 29 and Rio Road Grade-Separated Intersection; Route 29 widening from four lanes to six lanes from Polo Grounds Road to Towncenter Drive, and Berkmar Drive Extension for 2.3 miles of new alignment from Hilton Heights Road to Towncenter Drive.
Lane Participation	Contractor JV partner: Roadway widening and new construction, grade-separated intersection, curb and gutter, sidewalks, bike lanes, multi-use paths, roadway-related specialties
RK&K Participation	Lead Design firm: Roadway, structures, MOT, environmental design services
Collaboration	The contract required that the depressed travel lanes and associated bridge along Route 29 within the Rio Road intersection be constructed within a period of 103 days – RK&K’s innovative design was finished early allowing the Contractor JV (of which Lane was a partner) to open the intersection 46 days early.
Construction & Design Reference	VDOT David Covington, PE dave.covington@vdot.virginia.gov 434-422-9373
NCDOT I-40 WIDENING & SIGNING DESIGN-BUILD, Wake County, NC (2009–2011)	
Description	\$49 million A 6.4-mile, four-lane to a six-lane widening of one of the most heavily congested facilities in Raleigh, NC. The project also included the widening of four major bridges, improvements to five interchanges, ITS, and extensive signing. To reduce congestion and improve traffic flow, this project required innovation, complex traffic control, and aggressive design and construction schedule.
RK&K Participation	Lead Design firm: Roadway, structures, MOT, ITS, hydraulics and erosion control, utility coordination, environmental design services
WSP Participation	Subcontractor to Lead Design firm: Bridge design
Collaboration	As a subcontractor, WSP collaborated with RK&K regarding bridge design.
Design Reference	NCDOT Teresa Bruton, PE tbruton@ncdot.gov 919-707-6610

*Additional teaming experience can be found in Appendix B – Work History and Quality forms.

3.3.3 Project Resources, Strategies, and Execution

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

	LANE 	RK&K WSP  
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3.3.3(a) Team Capacity and Available Resources

Capacity & Resources	<ul style="list-style-type: none"> » More than 500 staff and craft in the Carolinas » 2,400 staff nationwide across 8 offices » More than 80 successful U.S. D-B projects over the last 20 years, totaling \$13 billion in construction cost » National U.S. construction leader with resources to staff and execute projects » Project management based at local field office with executive management and support through nearby Charlotte office 	<ul style="list-style-type: none"> » 630 staff in the Carolinas (RK&K: 350; WSP: 280) » 55,000 combined staff across firms » Design offices in Columbia, Charleston, Charlotte, and Raleigh » Key Team members in Columbia, Charlotte, and Raleigh » \$3.7 billion in D-B projects as lead designer in NC (RK&K: \$2.4B; WSP:\$1.3B) » Top 20 Transportation Design Firm (ENR) (RK&K: #18; WSP: #4)
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3.3.3(b) Implementation of Resources & Self-Performance

Strategies to Implement Available Resources	<ul style="list-style-type: none"> » Top 3 SCDOT D-B contractor with a long history of project success » Self-performing all critical path work with the exception of specialty items (65-70% of total construction) » Long history of success meeting DBE goals and utilizing local small business contractors » One of the few select state contractors capable of self-performing concrete paving work 	<ul style="list-style-type: none"> » Fully dedicated Lead Design Engineer (RK&K) and Assistant Design Engineer (WSP) » Staffing resources to commit multiple design teams to meet and accelerate the design schedule, as needed » Use of a fully refined design and QC process » Intimate understanding of SCDOT design submittal/review process, policies, and procedures » Self-performing all critical design functions, with ability to perform all design functions
Self-Perform	<ul style="list-style-type: none"> » Earthwork » Drainage » Concrete bridge structures & paving » Bridge and wall foundations » Retaining walls » Sound barrier 	<ul style="list-style-type: none"> » Roadway engineering » Bridge/seismic engineering » Hydraulic/E&SC design » Geotechnical/HAZMAT » ITS/Traffic engineering » MOT/TMP/Signing/Markings » Railroad coordination » Lighting

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

3.3.3(c) Innovative & Unique Approaches to DBE Participation

Lane has been heavily involved over the years with DBEs in South Carolina, working closely with the SCDOT DBE administration, holding DBE outreach events both independently and in coordination with the administration. For these events, Lane assists with the invitation process to enhance and increase DBE participation. Lane events include project information and opportunities-focused presentations, networking, and round-table discussions. We sponsor events nationally and in the Carolinas, educating small and disadvantaged businesses in estimating, accounting, general business operations, procurement, access to capital, safety, and bonding. Lane has a demonstrable history of meeting or exceeding DBE goals, and will continue these efforts for the Carolina Crossroads project.

Our proactive efforts have already brought aboard DBE firms **Three Oaks Engineering** (environmental services, NEPA, permitting & public relations) and **Platinum Geomatics, LLC** (SUE & utility coordination).

History of DBE Success – Port Access Road

We will bring DBE lessons learned from the current Port Access Road project. Currently at 85% project completion, the JV team is nearly 30% over the contracted 6% DBE goal.

This success is due to multiple early, proactive measures, which will be evaluated on release of the RFP scope, including:

- » Partnering with SCDOT DBE program; consistent meetings and coordination
- » Early coordination with DBE firms
- » Facilitating meetings between SCDOT and DBEs, as needed
- » Proactive partnership, early planning to adapt to changing conditions

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

Environmental Coordination: Lane is committed to protecting and enhancing the communities in which we operate. Our Team will ensure environmental commitments are honored. Lane has not received an environmental violation on a project since 2015, and since then has completed more than 150 projects. To support sustainable development, Lane employs an Environmental Management System (EMS) that is tailored to each individual project, and follows the ISO 14001:2015 standard.

Primary Components of the Lane EMS	
» Risk & Opportunity Assessment	» Employee Environmental Training
» Compliance & Monitoring	» Incident Prevention, Response, & Corrective Action
Environmental Approach Strategies	
» Review and tracking of commitments as part of weekly team coordination	
» Regular status reporting for transparency among stakeholders and as part of public outreach efforts	

The Plan-Do-Check-Act methodology of EMS will be used to monitor the 35 environmental commitments in the Final EIS/ROD. Of these, 22 are the contractor’s responsibility, and six are shared with SCDOT. Compliance will require close coordination and will begin during the proposal phase. A robust compliance plan will designate monitoring and compliance personnel and activities. Status reporting on each commitment will be part of the ongoing coordination with the SCDOT Environmental Compliance Division.

Focus on Environmental Experience

As members of the construction industry, we understand how day-to-day construction activities can degrade the air, water, and soil, as well as the proper procedures to mitigate impacts and protect natural resources. Our Team members, including Key Individuals, have experience working safely in and around rivers and waterways. This includes familiarity with permitting, environmental consideration, and FEMA & agency compliance.

Utilities: Utility efforts will be led by **Mark Attaway (SAM)**, a former SCDOT Assistant Director for ROW for Railroads and Utilities who is intimately familiar with Carolina Crossroads, having served as the central office Utility Coordinator during development of the CCR EIS and Preferred Alternative. Mark worked with the District 1 utilities and construction teams, the RCE, the utility coordinating firm, utility owners, and CSX and Norfolk Southern railroads to identify all utilities in the corridor, assessing and prioritizing risks and costs to project. Assisting Mark will be **Howard Woodall, PE (RK&K)**, a 40-year veteran with utility design, relocation, and coordination experience on D-B projects of similar scope to Carolina Crossroads Phase 1. Subcontractor **Hazen and Sawyer (H&S)** will develop the water and sewer relocation designs, including the City of Columbia. **Platinum Geomatics (PG)**, a SCDOT-certified DBE firm, will assist with specific utility coordination as a subcontractor.

An early task will be validating utility relocations against the ROW provided to identify any additional ROW needs/potential design alternatives to accommodate the relocations. The utility program will be structured to coordinate with upcoming phases of the Carolina Crossroads project and other regional SCDOT efforts.

Identified Phase 1 Utility Owners/Railroads

» SCDOT	» SCE&G Power Transmission & Distribution
» SC Fiber Optic	» SCE&G Gas
» City of Columbia Water & Sewer	» AT&T
» West Columbia	» Time Warner Cable
» Alpine Utilities	» CSX Transportation
» Bush River Utilities	» Segra
» Lexington Medical Fiber	

Public Relations: The public relations effort established for Phase 1 will set the tone for the entire Carolina Crossroads program. Our PR program will build a foundation for the future Carolina Crossroads program, including adaptability to area-specific circumstances on other phases of this project. Consistent, current communication and transparency will be the key to keeping the public informed, and the investment in and success of the FEIS/ROD public outreach program will be leveraged. These tools and resources (stakeholder advisory committee, website, social media outlets) will be aligned to specifically

support Phase 1 and reach targeted stakeholders. The focus of the public relations efforts will include but not be limited to:

- » *Establishing protocols with first responders, Lexington Medical Hospital, Palmetto Baptist 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, Univ. of SC and their Athletics Department for football games, graduations, concerts, conventions, etc.*
- » *Local media outreach to publicize construction advisories*
- » *Notifications for destinations that use I-26 for access*
- » *Travel advisories on I-26*

Permitting: During final design, we will make all efforts to avoid and minimize impacts to U.S. jurisdictional waters. Once design is complete, a modification to the conditional 404 wetlands permit will be prepared. In addition, our Team will also focus efforts on water quality measures as part of the 401 certification, the SWPPP, and the NPDES Permit. Compliance with these permits will be critical to overall minimization of environmental impacts during the construction phase.

3.3.3(e) 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. This approach will also encompass SCDOT's efforts to acquire all ROW in advance of the project and manage the OVTI process, in-contract third-party utility relocation, and USACE permit modifications. Specific strategies are detailed below.

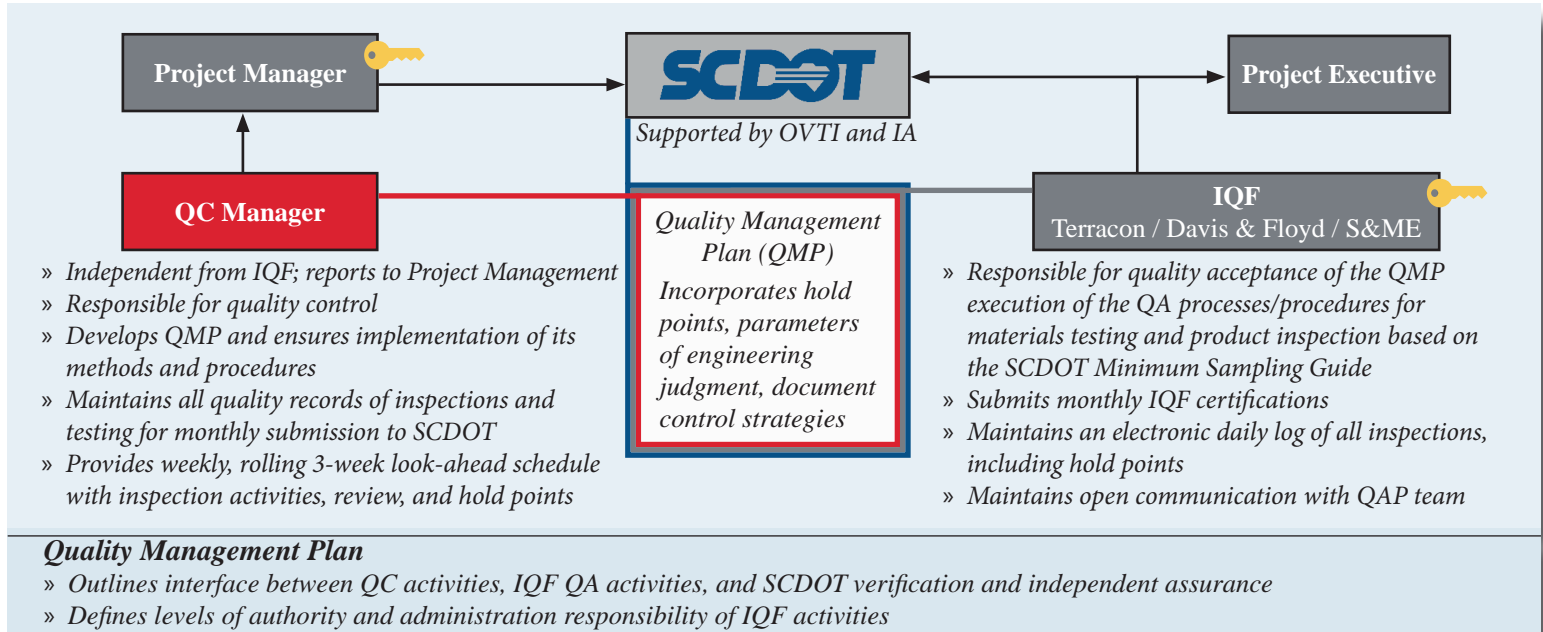
3.3.3(e)	Strategies
Communication	<ul style="list-style-type: none"> » Promote and practice early, open, and effective communication among all team members and partners » Host multi-disciplinary weekly meetings to proactively avoid delays and maintain progress » Establish liaisons/focus teams per discipline (e.g., wet utility liaison), including SCDOT as appropriate » Support SCDOT's efforts to the fullest extent possible (e.g., ROW acquisition and 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, Jeffrey Smith, is a veteran partner of SCDOT with an intimate understanding of processes and procedures, as well as project management and oversight
Project Execution	<ul style="list-style-type: none"> » Establish a liaison to specifically and effectively communicate with each utility owner by type (e.g. wet, dry) » Maintain consistent communication and involvement of appropriate SCDOT personnel » Partner with utility owners to expedite required relocations and mitigate relocations where possible » Train personnel in SCDOT-required software/processes; align our programs for compatibility » Identify number of submittals/permits and review/approval schedules required for integration into the project schedule

3.3.4 Quality Assurance Program (QAP) – Our

Team fully understands the provided QAP. We understand the specified independence between our construction quality control (QC), the Independent Quality Firm (IQF)'s quality assurance (QA), and SCDOT's Independent Owner Verification Testing & Inspection and Independent Assurance (OVTI&IA). Reporting and responsibilities are as follows:

Accreditation and CEI Staffing

Our Team's QC Manager and IQF team (Terracon, Davis & Floyd, S&ME) have familiarity with and will use AASHTO-accredited labs in SC for all testing and inspection. In addition, we anticipate our schedule to reflect a continuous harmony of roadway, structures, and paving in a bell curve reflecting "ramp up–peak output–ramp down" of work. The CEI should anticipate maintaining proper field testing and inspection personnel staffing these three primary disciplines throughout the project, with progress during the peak period potentially requiring 33% additional CEI inspection and testing personnel. We will refine this estimate upon release of the full scope in the RFP.



We are committed to tailoring our document control system, based on our experience with Port Access Road, to communicate with ProjectWise or the designated system used by the SCDOT team. Decisions and negotiations will be guided by sound engineering judgment to determine the best strategies and execution to keep the project moving forward and delivering a quality product. Our Team will strictly adhere to the established Quality Assurance Program.



3.4 Experience of Key Individuals

3.4.1 Licensure – All team members and firms hold the SCDOT-required licensure to perform work.

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

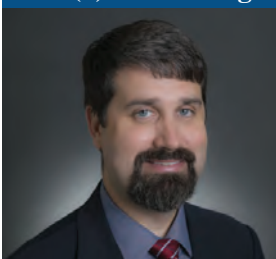

3.4.3 Key Individual Resumes – Key Individual resumes can be found in **Appendix A**.

3.4.4 Project Manager – Jeffrey Smith



	 Years Experience: 43 Education: B.S., Civil Engineering	<ul style="list-style-type: none"> » More than 40 years of industry experience; 20 years in construction management » 3-year veteran partner of SCDOT » Expertise in the management of projects of similar scope, magnitude, and complexity, including executive oversight » Versatile management skillset encompassing procurement, bid development and management, executive and operational management, team and stakeholder coordination, and close-out
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3.4.5 Design Engineering Team

3.4.5(a) Lead Design Engineer – Brandon McInnis, PE (SC, NC, FL, GA, TN)



	 Years Experience: 21 Education: B.S., Civil Engineering Registration: SC PE (#34342)	<ul style="list-style-type: none"> » Lead Design Engineer/Roadway Design Engineer for nine D-B projects valued at more than \$760 million » Extensive experience managing design of highway transportation projects of similar scope, magnitude, and complexity » Expertise in the design and management of rural and urban roadway facilities, including complex interchanges » Served on multiple D-B interstate widening projects with ADTs exceeding 190,000
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3.4.5(b) Utility Manager – Mark Attaway

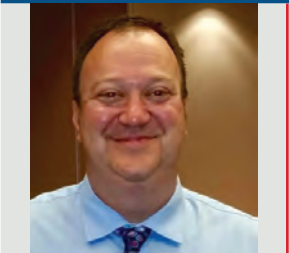

	 Years Experience: 37 Education: B.S., Mechanical Engineering Registration: SC Real Estate Agent (#39018)	<ul style="list-style-type: none"> » Former SCDOT Assistant Director for ROW for Railroads and Utilities (2006–2018), bringing extensive knowledge of Department processes and procedures » In-depth experience of the utility relocation, negotiation, and approval processes » Served as the SCDOT Utility Coordinator for the former Carolina Crossroads megaproject (2014–2018), bringing established relationships with the project utility stakeholders, RCE, and affected railroads, as well as highly specialized knowledge of the existing conditions, identified utility needs, and assessed risks
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3.4.6 Construction Management Team

3.4.6(a) Construction Manager – Alvaro Rumbos

	 Years Experience: 15 Education: B.S., Civil Engineering	<ul style="list-style-type: none"> » Veteran Construction Manager bringing expertise in roadway, substructure, superstructure, demolition, earthwork, storm drainage, and MOT, as well as railroad coordination » Primary experience in interstate improvements, major interchanges, and bridge structures, as well as scheduling, work crew and subcontractor coordination, budget maintenance, quality control, and RFIs, and nonconformance correction
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3.4.6(b) Independent Quality Manager – Robert Joseph Schenck, PE (TX, OH, KY)

	 Years Experience: 30 Education: B.S., Civil Engineering Registration: SC PE (pending)	<ul style="list-style-type: none"> » 30-year career with a focus on QA/QC, including field inspection and testing » Experienced in frequency and execution of inspection and testing of soil and concrete; soil identification; review of project specifications; engineering analyses of soil, concrete, asphalt, masonry, and steel; preparation of engineering reports; and identification/evaluation of various structural distresses and failures » Fully knowledgeable in the development, implementation, update, and maintenance of plans and specifications, including CQMPs and QCPs
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3.5 Past Performance of Team

3.5.1 Experience of Proposer’s Team – Work History Forms for the Lane Team are included in **Appendix B**.

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

3.6 Legal and Financial

3.6.1 Financial Capacity – A notarized affidavit executed by an officer of Lane is included in **Appendix D**.

3.6.2 Bonding Capacity – Lane’s surety letter is included in **Appendix D**.

3.6.3 Organizational Agreements – Not applicable to this pursuit.

3.6.4 DUNS Numbers – DUNS numbers are shown in **Appendix D**.

3.7 Organizational Conflicts of Interest – Appendix E

3.8 SCDOT Prequalification Certification – Appendix D




Appendix A

Key Individual Resumes



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Jeffrey Paul Smith Project Director/Project Executive
	
b.	Role of Key Individual for this Project: Project Manager
c.	Name of Firm with which you are now associated: The Lane Construction Corporation
d.	Years of Experience: With this Firm <u>3 Years</u> With Other Firms <u>40 Years</u> The Lane Construction Corporation – Project Director/Project Executive – Responsible for executive and operational efforts on existing projects and support of bidding pursuits in Lane’s Southeast region, 2017–Present OHL USA/Community Asphalt Corp. – General Manager, Special Projects – Responsible for firm’s D-B and P3 bidding and construction efforts, as well as traditional estimating pursuits of complex projects, 2013–2017 Baker Concrete Construction, Inc. – Heavy Civil Director – Responsible for executive and operational project management and bidding of heavy/highway civil projects, 2011–2013 Munilla Construction Management, LLC – General Manager/Chief Civil Estimator – Responsible for executive and operational project management and bidding of heavy/highway civil projects for DB-B, D-B & D-B-F projects in the southern U.S., as well as international pursuits, 2000–2011 Independent Consultant/Construction Manager – Responsible in multiple capacities on public and private sector highway, concrete bridge, and specialized engineering/construction projects, totaling over forty projects with 40% overseas in South and Central America, the Middle East, and Indonesia. 1992–2000 Mantell Engineering Contractor, Inc. – Senior Estimator/Project Manager - Responsible for obtaining and managing private- and public-sector utility, site work, roadwork, and concrete structures projects throughout Florida, 1989–1992 Volker Stevin Construction, Inc. – Project Engineer/Estimator – Responsible for bidding major heavy/highway, marine, and dredging projects throughout the eastern U.S.; assisted with project engineering duties on segmental and conventional bridge and roadway projects in Florida, 1986–1988 Oman Construction Company, Inc. – Public Work Projects Manager/Senior Estimator – Responsible for bidding and project management on heavy/highway and rail projects in KY, TN, AL, and GA, 1984–1986 Peter Kiewit Sons’ Company – Project Engineer/Estimator – Involved with highway, subway, and track work projects along the East Coast, 1981–1984
e.	Education: University of Kentucky / Lexington, KY / Bachelor of Science / 1981 / Civil Engineering
f.	Active Registrations: N/A
g.	Document the extent and depth of your experience and qualifications relevant to the Project. Port Access Road Key Personnel Role: Project Executive – Responsible for overall project administration, construction operations oversight, issue resolution, communication with owner, and adherence to project schedule. Experience with Current Firm: Yes Project/Assignment Duration: Project 2016–2021, Assigned 2017–Present Owner Contact Information: SCDOT, Claude Ipock, Mead Hunt, claudie.ipock@meadhunt.com, 803-737-1311 Design/Construction Value: \$253 million Project Description: This design-build project includes interstate improvements and interchange realignment/construction, a new viaduct comprised of 1.2 million square feet of bridges connecting I-26 to the Hugh K. Leatherman Sr. Terminal, and surface street reconstruction. Jeff directly interacts with the project construction team, SCDOT, and various other project stakeholders, including the traveling public, to monitor construction progress, schedule, budget, quality control, and safety. He supervises project design and construction work coordination; oversight of safety; quality management; environmental compliance; schedule, cost and project controls; and hiring, training, and development of key personnel. Key duties also include community relations, change management, and dispute resolution.

Fort Lauderdale Runway & Taxiway Bridges

Key Personnel Role: Heavy Civil Director – Responsible for project executive management, including team coordination, budget preparation, and oversight of safety, schedule, cost/project controls, and personnel.

Experience with Current Firm: No, Baker Concrete Construction, Inc.

Project/Assignment Duration: Project 2011–2014, Assigned 2011–2013

Owner Contact Information: Broward County Aviation Department, Dan Hart, H2R Corp. (client representative), dhart@H2Rcorp.com, 954-325-1039

Design/Construction Value: \$221 million

Project Description:

This design-build project was designed to extend the boundaries of the airport by raising one of its runways and an accompanying taxiway up and over the existing airport perimeter road, local multi-lane state road, and an active freight and passenger railway. The scope included an elevated taxiway bridge and runway tunnel structure equaling 850,000 square feet of new deck structure, new connecting side streets, rehabilitation of US 1 and an existing major intersection, and utility relocations. This is the most recent runway bridge to be constructed in the world (number 6) and one of the most complex. As the Heavy Civil Director, Jeff was responsible for project executive management, including joint venture cooperation; contract administration; oversight of design and construction, safety, quality management, schedule, cost/project controls, environmental compliance, procurement services; development of over 200 project personnel; maintaining local stakeholder relations; proactive dispute resolution.

I-95 Express Lanes Phase 1 from the Golden Glades Interchange to Downtown Miami

Key Personnel Role: General Superintendent/Chief Civil Estimator – Responsible for operational project management for coordination between the design and construction team members, supervision of all construction activities, and coordination with the client and their project representatives.

Experience with Current Firm: No, Munilla Construction Management, LLC

Project/Assignment Duration: Project 2007–2010, Assigned 2007–2010

Owner Contact Information: FDOT, David Tinder, New Millennium Engineering, Inc. (client representative), dtinder@nmdceng.net, 305.986.4531

Design/Construction Value: \$139 million

Project Description:

This project converted a 7-mile segment of northbound HOV lanes to HOT lanes within a heavily congested urban corridor of I-95 leading directly into Miami, FL. The scope included shoulder and lane narrowing, widening of multiple complex structures and bridges, ITS installation and integration. The project is a multiple award winner, was very fast-tracked in schedule, and included construction of a new ramp tolling facility. Jeff was the Chief Civil Estimator responsible for successfully bidding this project and seamlessly transitioned into the General Superintendent role post-award. His operational and administrative management with the project team ensured the project met every early completion milestone/incentive, was completed on time and within budget, and exceeded the Owner's expectations. Jeff's responsibilities included joint venture coordination; contract administration; coordinating between design and construction work; detailed planning and oversight of the project supervisory staff for construction operations; adherence to safety policies; upholding quality management; maintaining schedule, cost, and project controls; procurement of materials, equipment, services, and labor; and hiring, training, and development of key personnel. Key duties also included involvement with community relations, overseeing subcontractor and DBE administration and relations, and assisting with change management.

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

Jeff is currently assigned to the Port Access Road project in Charleston, SC, as a Project Executive. The project is scheduled to be completed by December 2021. As one of two Project Executives on this project, he will be fully available to fulfill his duties for the Carolina Crossroads Phase I project.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title:	Brandon James McInnis, PE Director, Transportation
b. Role of Key Individual for this Project:	Lead Design Engineer
c. Name of Firm with which you are now associated:	RK&K
d. Years of Experience: With this Firm <u>19</u> Years With Other Firms <u>2</u> Years	RK&K – Director, Transportation – Responsible for design-build, roadway design, rail design, public involvement, hydraulic design, traffic control plans, traffic signal design, and traffic studies, 2001–Present Wang Engineering – Roadway Engineer – Responsible for roadway design (preliminary and final design), quantity calculations, sight distance calculations, and preliminary hydraulic technical reports, 2000–2001 North Carolina Department of Transportation (NCDOT) – Traffic Safety Project Engineer – Responsible for completing crash reports, developing crash diagrams, and transmitting data to NCDOT personnel when a trend or high crash severity rate was identified, 1999–2000
e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s):	North Carolina State University / Raleigh, NC / Bachelor of Science / 1999 / Civil Engineering
f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s:	2017 / SC / Civil / 34342 2003 / NC / Civil / 029470 2017 / FL / Civil / 83017 2020 / TN / Civil / 123540 2020 / GA / Civil / 045419
g. Document the extent and depth of your experience and qualifications relevant to the Project.	<p><u>Monroe Connector/Bypass D-B</u></p> <p>Key Personnel Role: Design Project Manager/Section Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project: 2010–2019, Assigned: 2010–2019,</p> <p>Owner Contact Information: NCDOT, Malcom Watson, PE, mcwatson@ncdot.gov, 919-707-6614</p> <p>Design/Construction Value: \$364 million</p> <p>Project Description: RK&K served as Lead Designer for this 19.7-mile new alignment toll road from US 74 in Mecklenburg County to US 74 in Union County. The project includes seven interchanges, 37 bridges (26 sites with 11 duals), one railroad crossing, 45 culverts, three sound barriers, electronic tolling, extensive right-of-way acquisition, permitting, traffic control, signing, signals, stormwater design, and utility relocation.</p> <p>Brandon served at Deputy Design Project Manager and assisted in coordinating all six design sections. He was also the Section 1 Lead Roadway Engineer, a complex section that included a directional interchange, raised section with slip ramps, Texas U-turns, and several intersections.</p> <p><u>I-40 Widening & Improvements D-B</u></p> <p>Key Personnel Role: Design Project Manager</p> <p>Experience with Current Firm: Yes</p> <p>Project/Assignment Duration: Project 2018–Present, Assigned 2018–Present</p> <p>Owner Contact Information: NCDOT, Teresa Bruton, PE, tbruton@ncdot.gov, 919-707-6610</p> <p>Design/Construction Value: \$360 million</p> <p>Project Description: RK&K is Lead Designer for this I-40 project, one of the most heavily traveled highways in the Raleigh area. This project widens 12.8 miles of I-40, modifies several interchanges (including 2 DDIs), and replaces bridges along I-40. The widening consists of ten-lane, eight-lane and six-lane sections, designed to meet 70 and 75 mph interstate standards.</p>



Brandon is completing his role as Design Project Manager, where he has been responsible for all aspects of design. In addition to coordination with the contractor, he provides the leadership, management and oversight of a large group of multi-discipline engineers and technical staff. He serves as the primary point of contact for design-related activities and personally attends routine project meetings.



Macy Grove Road D-B

Key Personnel Role:	Design Project Manager
Experience with Current Firm:	Yes
Project/Assignment Duration:	Project 2012–2015, Assigned 2012–2015
Owner Contact Information:	NCDOT, Teresa Bruton, PE, tbruton@ncdot.gov, 919-707-6610
Design/Construction Value:	\$39 million

Project Description:

RK&K served as Lead Designer for the widening and improvements of 0.94 miles of Macy Grove Road (SR 2601) to a multi-lane roadway, from south of I-40 Business/US 421 to north of East Mountain Street in Kernersville. An interchange was added on I-40 Bus. at Macy Grove Road, requiring auxiliary lanes and acceleration/deceleration lanes along I-40 Bus for approximately 1.6 miles. A roundabout was added on East Mountain Street. Three bridges included:



- Macy Grove Road over I-40 Business: a 156-foot long, one-span, tangent bridge with a superstructure consisting of parallel 65-foot steel plate girders;
- Macy Grove Road over Norfolk Southern Railroad: a 117-foot, one-span, tangent bridge consisting of parallel 54-inch Type IV AASHTO pre-stressed concrete girders; and
- Macy Grove Road over East Mountain Street: a 111-foot, one-span, tangent bridge consisting of parallel 54-inch Type IV AASHTO pre-stressed concrete girders.

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

Future I-73/PTI D-B

Key Personnel Role:	Design Project Manager
Experience with Current Firm:	Yes
Project/Assignment Duration:	Project 2014–2017, Assigned 2014–2017
Owner Contact Information:	NCDOT, Teresa Bruton, PE, tbruton@ncdot.gov, 919-707-6610
Design/Construction Value:	\$176.5 million

Project Description:

RK&K served as the Lead Designer for this 9.4-mile, four-lane interstate project that extended from Bryan Boulevard to south of US 220. In addition to the design and construction of 15 bridges and four interchanges, the project included a taxiway bridge at Piedmont Triad International (PTI) Airport that crossed future I-73. The bridge spurred development by providing runway access to approximately 400 acres of developable PTI-owned land on the north side of the future I-73. The entire project included 15 bridges and four interchanges.




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

- 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 as Brandon is not required to be onsite during construction.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Mark Clyde Attaway Utility and SUE Project Manager</p>	
<p>b. Role of Key Individual for this Project: Utility Manager</p>	
<p>c. Name of Firm with which you are now associated: Survey and Mapping, LLC (SAM)</p>	
<p>d. Years of Experience: With this Firm <u>1+</u> Years With Other Firms 36 Years</p> <p>Survey and Mapping, LLC – Utility and SUE Project Manager – Senior Project Manager responsible for utility coordination, SUE, and geospatial projects in SC, 2018–Present SCDOT – Asst. Director for ROW for Railroads and Utilities – Responsible for statewide utility and railroad coordination, developing MOAs/MOUs for in-contract relocations, issuing final approval for utility relocations, resolving disputes and conflicts with utility owners, and participating in utility coordination meetings. Contributed to the development of Senate Bill 401, relocating water and sewer lines in-contract for transportation projects. Established utility relocation guidance/revisions to the SCDOT Utilities Accommodation Manual. Developed/led training on managing utility conflicts, prior rights, in-contract design, and utility construction/constructability reviews. Served as central office Utility Coordinator for Districts 1, 6, and 7, including 7 design-build projects valued at \$2.3 billion, 2006–2018 SCDOT – Resident Construction Engineer – Responsible for projects in Chesterfield/Lancaster/York counties, including utility coordination, bridge construction, resurfacing, and rehabilitation, 2002–2006 Laidlaw Environmental Services – Director of Engineering for U.S./Canada operations, 1986–2002 SCE&G – Hydro Engineering section, 1971–1986</p>	
<p>e. Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): University of South Carolina / Columbia, SC / Bachelor of Science / 1971 / Mechanical Engineering</p>	
<p>f. Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: 2002/SC/Real Estate Agent/39018</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p><u>Carolina Crossroads I-20/I-26/I-126 Corridor Improvement Project</u> Key Personnel Role: Utility Coordinator Experience with Current Firm: No, SCDOT, Asst. Director for ROW for Railroads and Utilities Project/Assignment Duration: Project 2014–2029 (est.), Assigned 2014–2018 Owner Contact Information: SCDOT, Cedric Keitt, keittcc@scdot.org, 803-737-1407 Design/Construction Value: \$1.5 billion Project Description: A multi-interstate and interchange design-build project to reconstruct I-20 from US 378 to the Broad River, I-26 from Broad River Rd to US 378, and I-126 from I-26 to Colonial Life Blvd. During development of the EIS and Preferred Alternative, Mark served as the central office Utility Coordinator working with the District 1 utilities/construction teams, RCE, utility coordinating firm, utility owners, and CSX and Norfolk Southern (NS) Railroads to identify all utilities in the corridor, assessing/prioritizing risks and costs to project. Utility owners included City of Columbia Water & Sewer, Alpine Utilities, Bush River Utilities, West Columbia, SCE&G Power Transmission & Distribution, SCE&G Gas, AT&T, SCDOT, and Time Warner Cable. He coordinated with SCE&G on the transmission line relocations at Colonial Life Blvd. and coordinated all SUE investigations in the corridor.</p> <p><u>I-85/I-385 Gateway Interchange Project</u> Key Personnel Role: State Utility Engineer Experience with Current Firm: No, SCDOT, Asst. Director for ROW for Railroads and Utilities Project/Assignment Duration: Project 2014–2020 (est.), Assigned 2014–2018 Owner Contact Information: SCDOT, Cedric Keitt, keittcc@scdot.org, 803-737-1407 Design/Construction Value: \$241 million Project Description: A design-build reconstruction project for the I-85/I-385 interchange, widening of I-385 from Butler Rd to Roper Mountain Rd, I-85 pavement rehabilitation from Laurens Rd to Pelham Rd, and intersection improvements on Woodruff Rd between I-85 and I-385. During environmental documentation, procurement and construction, as State Utility Engineer, Mark worked with the District 3 utilities/construction/maintenance teams, RCE, utility</p>	

coordinating and CEI firms, contractor, utility owners, and a local railroad to coordinate utility and railroad relocations. Utility owners included Duke Energy Transmission & Distribution, Charter Communications, AT&T, City of Greenville Water Systems, Renewable Water Resources, Metropolitan Sewer District, Piedmont Natural Gas, Laurens Electric, Spirit Communications, Time Warner Cable, SCDOT, Verizon Business, TW Telecom, and Level 3 Communications. Mark participated in weekly utility coordination meetings, personally coordinated the railroad relocation/maintenance of service during construction and access to a water vault for City of Greenville Water Systems, and negotiated the relocation of an AT&T duct bank. He approved all relocation agreements.

Port Access Road

Key Personnel Role: State Utility Engineer

Experience with Current Firm: No, SCDOT, Asst. Director for ROW for Railroads and Utilities

Project/Assignment Duration: Project 2012–2021, Assigned 2012–2018

Owner Contact Information: SCDOT, Cedric Keitt, keittcc@scdot.org, 803-737-1407

Design/Construction Value: \$221 million

Project Description:

A new location design-build project to provide access from the new port terminal on the former Navy Base and I-26. Includes a fully directional interchange at I-26, new/expanded connector streets, and improvements to surface streets. During environmental documentation, procurement and construction, as State Utility Engineer, Mark worked with the District 6 utilities/construction/maintenance teams, RCE, utility coordinating and CEI firms, contractor, utility owners, and CSX and NS to coordinate utility and railroad relocations. Utility owners included SCE&G Transmission and Distribution, SCE&G Gas, Santee Cooper, AT&T, Comcast, Charleston Water Systems, and North Charleston Water & Sewer. He participated in weekly utility coordination meetings, coordinated negotiations for SCE&G transmission line and outdoor advertising relocations, and approved all relocation agreements.

US 21 Bridge Replacement over Harbor River

Key Personnel Role: Utility Coordinator

Experience with Current Firm: No, SCDOT, Asst. Director for ROW for Railroads and Utilities

Project/Assignment Duration: Project 2015–2021, Assigned 2015–2018

Owner Contact Information: SCDOT, Cedric Keitt, keittcc@scdot.org, 803-737-1407

Design/Construction Value: \$55 million

Project Description:

A design-build project to replace the existing swing-span bridge on US 21 over Harbor River. During environmental documentation, procurement and construction, Mark served as the central office Utility Coordinator working with the District 6 utilities/construction teams, RCE, utility coordinating and CEI firms, contractor, and utility owners to coordinate utility relocations. He negotiated with Fripp Island Utilities for directional drilling to relocate their water line under Harbor River, participated in the utility coordination meetings, and approved all relocation agreements.

Hardscrabble Road Widening

Key Personnel Role: State Utility Engineer

Experience with Current Firm: SCDOT, Asst. Director for ROW for Railroads and Utilities

Project/Assignment Duration: Project 2016–2022 (est.), Assigned 2016–2018

Owner Contact Information: SCDOT, Cedric Keitt, keittcc@scdot.org, 803-737-1407

Design/Construction Value: \$64 million

Project Description:

A design-bid-build project to widen 8 miles of Hard Scrabble Road to five lanes with sidewalks, bike lanes, and intersection improvements. During preconstruction/construction, as State Utility Engineer, Mark worked with the District 1 utilities/construction/maintenance teams, RCE, Richland County, utility coordinating and CEI firms, contractor, a school district, designers/contractors for utility owners, and utility owners to coordinate utility relocations including constructability reviews, weekly meetings, and specific negotiations with City of Columbia to go in-contract. Coordinated with NS, and approved all relocation agreements. Utility owners included SCE&G Gas Distribution, SCE&G Power Transmission & Distribution, East Richland Sewer District, City of Columbia Water, Dixie Pipeline Propane, Richland School District 2 fiber optic, Palmetto Utilities sewer, Fairfield Electric Co-op, AT&T, Charter Communications, and the Summit HOA water sprinklers.

- 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 as this position is not required to be onsite during construction.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:

Alvaro Enrique Rumbos
Construction Manager



b. Role of Key Individual for this Project:

Construction Manager

c. Name of Firm with which you are now associated:

The Lane Construction Corporation

d. Years of Experience: With this Firm 1 Years With Other Firms 15 Years

The Lane Construction Corporation – Construction Manager – Responsible for managing operational efforts on existing roadway and bridge projects in Lane’s Southeast region, 2019–Present

Odebrecht USA – Structure Engineer – Responsible for construction schedules, owner coordination, RFIs, and NCR resolution for structures, drainage, and utilities on U.S. D-B projects, 2014–2016

Odebrecht Angola-Luana – Production Manager – Responsible for developing cost saving initiatives and team restructuring and appropriation to successfully deliver projects, 2010–2014

Odebrecht Caracas-Venezuela – Production Manager – Responsible for defining construction methodologies, developing technical alternatives, and reducing costs and impacts for inclusion in technical proposals, 2009–2010

Odebrecht Brazil-Recife – Project Engineer – Served the JV on this refinery project, which included extensive earthwork and environmental impact mitigation, 2008–2009

Odebrecht-Venezuela – Field/Control Engineer – Served on the Caracas metro line project, involving extensive excavation and tunneling, as well as stations, 2005–2008

e. Education:

Universidad Santa Maria / Caracas, Venezuela / Bachelor of Science / 2004 / Civil Engineering

f. Active Registrations:

N/A

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

I-40/I-77 Interchange Improvements D-B

Key Personnel Role: Construction Manager – Accountable for resource efficiency and reviews, work crew oversight, and overall construction progress.

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2019–2021 (est.), Assigned 2019–Present

Owner Contact Information: NCDOT, Barb Leatherman, blleatherman@ncdot.gov, 828-217-2823

Design/Construction Value: \$204 million

Project Description:

This design-build project includes two phases. The first widened approximately 4 miles of I-40 from four to six lanes in each direction, revising the US 21 interchange to a Diverging Diamond. This phase also included bridge widening on the highway, three new bridges, and two new ramp bridges. The ongoing second phase will widen 3.6 miles of I-77, establish collector-distributor lanes on I-40, and build a partial turbine interchange at the intersection of I-77 and I-40. This second phase will also include an interchange modification at Broad Street, new dual bridges at I-77 over I-40, three new bridges, and two new ramp bridges. Responsible for contributing to plan and schedule development, monitoring schedule adherence and revision, and managing overall construction progress with authority to revise approach and strategies to successfully deliver the project, in coordination with project upper management.

I-85 from North of Lane Street to North of US 29/601 Connector D-B

Key Personnel Role: Construction Manager – Responsible for operational project management, including team coordination, budget preparation, and oversight of safety, schedule, cost and project controls, and personnel.

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2017–2019, Assigned 2019

Owner Contact Information: NCDOT, Jeff Leach, jeff.leach@kisingercampo.com, 813-460-3865

Design/Construction Value: \$187 million

Project Description:

This design-build project included widening and improvements to complete the expansion of a busy segment of I-85 connecting the Greensboro and Charlotte metropolitan areas. The project included widening 5.9 miles of I-85 to an 8-lane facility, adding two travel lanes in each direction. The scope also included the replacement, rehabilitation, or

removal of 11 bridges, one which spanned Norfolk Southern railroad tracks, requiring extensive coordination. Responsible for contributing to plan and schedule development, monitoring schedule adherence and revision, and managing overall construction progress with authority to revise approach and strategies to successfully deliver the project, in coordination with project upper management.

SH 99 Toll Highway

Key Personnel Role: Structure Project Engineer/Lead Structure Superintendent – Responsible for developing schedules and managing work crews for structures, drainage and miscellaneous concrete.

Experience with Current Firm: No, Odebrecht USA

Project/Assignment Duration: Project 2013–2017, Assigned 2014–2016

Owner Contact Information: TxDOT, Ray Pickett, rpickettjr@msn.com, 636-485-2695

Design/Construction Value: \$1.1 billion

Project Description:

Served on Segments F & G of this \$1.1 billion design-build project, involving design, construction, utility relocations, and ROW acquisition. Segment F-1 is an existing 12-mile, 4-lane, controlled access toll road with intermittent frontage roads from US 290 near Cypress to SH 249 near Tomball through northwest Harris County. Major quantities include 38 miles of divided two-lane highway, more than 120 bridges, one river crossing, 1.8 million square yards of concrete paving, frontage roads and associated drainage, as well as several hundred existing utility relocations. To construct the highway, 435 parcels of land encompassing more than 2,100 acres were acquired through the ROW process. Once complete, these segments of the Grand Parkway extend from US 290 to US 59, connecting with four major interchanges: US 290, SH 249, I-45 and US 59. Responsible for coordination with TxDOT, creating RFIs, developing solutions for NCRs, and daily follow-up of all crew and subcontractor production and construction progress by comparison with budget 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.

Alvaro is currently assigned to the I-40/I-77 project in Statesville, NC. This project is slated for completion in 2021, prior to construction on Carolina Crossroads Phase I, making Alvaro fully available to serve on this project.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.

a. Name & Title:
Robert Joseph Schenck, PE
Materials Group Manager



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

c. Name of Firm with which you are now associated:
Terracon Consultants, Inc.

d. Years of Experience: With this Firm 6 Years; With Other Firms 24 Years
Terracon Consultants, Inc. – Materials Group Manager - Cincinnati, OH – Responsible for field inspection and testing of soil and concrete; soil identification; review of project specifications; engineering analyses of soil, concrete, asphalt, masonry, and steel; preparation of engineering reports; and identification/evaluation of various structural distresses and failures. Also serves as Project Engineer/Manager supervising and coordinating field inspection staff performing QC/QA activities on both vertical and linear developments, 2019–Present
Terracon Consultants, Inc. – Office Manager - Lexington, KY – Responsible for planning, organizing, directing and coordinating all the activities (administrative and technical) of the office. This includes general profit/loss management practices, employee supervision, project management, client relations and client development, and new business development. Serving as Construction Quality Manager (CQM) for the Portsmouth Bypass while assigned to the Lexington Office, 2014–2019
Professional Services Industries, Inc. (PSI) Construction Quality Acceptance Manager (CQAM) – Responsible for acceptance activities for materials and workmanship on the DFW Connector Project, 2009–2014
PSI: District Manager - North Texas – Responsible for overseeing Department Managers at multiple office locations to assist with profit/loss management and technical report review (QC/QA), 2004–2009
Apex Geoscience: District Manager - Dallas, TX – Responsible for overseeing staff at multiple office locations to assist with profit/loss management and technical report review (QC/QA), 2001–2004
PSI: Department Manager - Houston, TX – Responsible for supervising and coordinating field inspection staff performing materials testing (QC/QA), 1999–2001
PSI: Office Manager – East Texas – Responsible for supervising and coordinating field inspection staff performing both materials and nondestructive testing (QC/QA), 1990–1999

e. Education:
University of Kentucky / Lexington, Kentucky / Bachelor of Science / 1990 / Civil Engineering

f. Active Registrations:
2020 / SC / Civil / (pending) 2014 / KY / Civil / 30542
2018 / OH / Civil / 83137 1999 / TX / Civil / 84808

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

Portsmouth Bypass

Key Personnel Role: Construction Quality Manager – Responsible for control of the construction processes and resulting work products, as well as leading the contractor's overall quality control program.

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2015–2019, Assigned 2018–2019

Owner Contact Information: ODOT, Tom Barnitz, 740-774-8877, Tom.Barnitz@dot.ohio.gov

Design/Construction Value: \$429 million

Project Description:

This P3 project constructed a 16-mile, 4-lane, divided, limited access highway around Portsmouth, OH, designated as SR 823. Construction included placement of 20 million CY of embankment, construction of 21 bridges, and two precast tunnels. Bob oversaw QC documentation, testing and inspection, and frequency compliance with the Contractor QC Testing program, the QC plan, and the Contract Specification Book. He monitored all NCRs and quality notices and served as the liaison with the Developer's Independent Quality firm.



Dallas-Fort Worth Connector

Key Personnel Role: Construction Quality Acceptance Manager – Responsible for acceptance activities for materials and workmanship and related compliance with QMP.

Experience with Current Firm: No, PSI

Project/Assignment Duration: Project 2009–2014, Assigned 2009–2014

Owner Contact Information: TxDOT, Dwayne Rosewell, Jacobs (client representative), d.rosewell@live.com, 469-231-3466

Design/Construction Value: \$1 billion

Project Description:

This 8.4-mile design-build project redesigned two interchanges and portions of four highways and included construction of 39 bridges and more than 100 retaining walls. Responsibilities included writing/implementing QA procedures, auditing QC procedures, review/approval of submittals, issuing RFIs and NCRs, issuing engineering decisions to meet FHWA QAP requirements, participating in development and implementation of the project-specific QA/QC plan for embankment construction based on RICM (Roller Integrated Compaction Monitoring).

**METRORail Red Line – Houston TX**

Key Personnel Role: Project Manager – Responsible for materials consultation and technical review of QA/QC reports for construction inspection and testing services.

Experience with Current Firm: No, PSI

Project/Assignment Duration: Project 2000–2003, Assigned 2000–2001

Owner Contact Information: METRORail, Dave Marsh, Marshdj9007@yahoo.com, 713-206-0888

Design/Construction Value: \$324 million

Project Description:

This 7.5-mile, 16-station light rail project was divided into five segments, one of which was managed by Bob. Responsible for ensuring compliance of the construction materials and frequency of testing and inspection. At grade, with street running sections from the Main Street Viaduct at the campus of the University of Houston-Downtown to Fannin South. Attended weekly quality meetings to update owner and construction team on materials compliance and issues if they arose. Bob relocated to Dallas area at the end of 2001.

- 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.

Bob is currently assigned as Materials Group Manager for the Terracon Cincinnati office. Bob is fully available to fulfill his duties for the Carolina Crossroads Phase I project.




Appendix B


Work History and Quality Forms




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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lead Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor (in thousands)
Name: Port Access Road Location: Charleston County, SC	Name: Fluor-Lane South Carolina, LLC	Name of Owner: SCDOT Project Manager: Sarah Hamrick Gaffney, PE Phone: 843-514-9847 Email: gaffneysh@scdot.org	3/2022	\$254,100	\$254,100
g. Narrative describing the work performed by Lead Contractor.					
<div></div> <p>The Port Access Road project is a new roadway, interchange and structure project that provides direct access between the Hugh Leatherman Container Terminal, currently under construction, located on the former Navy Base and I-26, while maintaining adequate service for local, commuter, and commercial traffic. The project consists of the construction of a new fully-directional interchange on I-26, a Bainbridge Connector Road, the extension of Stromboli Avenue and associated roadway improvements to surface streets to serve the proposed Naval Base Terminal (NBT) in Charleston County, South Carolina. The project’s scope includes local roadway enhancements to safely integrate container terminal traffic with existing traffic; support local and regional planning policies and strategies; and minimize adverse impacts on nearby communities, the traveling public and the environment. The Port Access Road Improvement Project will provide new interchanges with improved mobility serving the fastest growing container port in the U.S., enhance economic development and improve local roadway network access to I-26. Construction completion is expected in 2021.</p> <p>Lane is participating as a partner in this joint venture to provide full design-build delivery, self-performing construction and associated roadway improvements to surface streets serving the proposed terminal. As a JV partner, Lane is also responsible for overall project management for the scope of services including roadway and bridge engineering/design and construction; geotechnical engineering; seismic design; utility coordination; right-of-way acquisition services; hazardous material management; demolition of existing interstate interchange bridges.</p> <div><p>Key Project Relevancies:</p><ul style="list-style-type: none">• Design-Build Delivery• Bridge/Structure Construction• Interstate Interchange• Staged Construction• Demolition• Environmental Permitting• Right-of-Way Acquisition• Utility Conflicts• Hazardous Materials• Coordination with Adjacent Projects</div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor’s performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>The Port Access Road Improvement Project is ongoing and is currently on time and budget. Design is substantially complete and major design consultants, including D&F and S&ME, have completed all work on time, on budget, and without claims or litigation. Construction is ongoing, and Lane continues to partner with SCDOT to address project elements to satisfactory resolution. We are effectively managing contracts and have no records of delays, claims, dispute proceedings, litigation, or arbitration. The JV’s use of weekly design and construction progress meetings with SCDOT allows the joint venture to identify and address issues. If issues could not be resolved at the job level within a reasonable amount of time, they were elevated to JV and SCDOT regional management to help in the resolution process. Notably, the JV reached agreement on the SCE&G Power Transmission change order and fully supports continued partnering. The project was awarded Lane’s Safest Project of the Year for 2017.</p>					
i. Quality Initiatives. Discuss Lead Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>The JV incorporated several techniques into the project to increase overall quality, including: 1) incorporated structured work plans, and preparatory/pre-construction meetings with SCDOT; 2) reduced construction-related traffic delays due to specific operations analysis in conjunction with scheduling; 3) optimized the schedule to minimize the effect of 3rd party delays. The project currently remains on schedule for the SCSPA new terminal opening. In addition, the JV embarked on a concerted effort to uphold field quality on permanent production items related to concrete structures and their foundations, earthwork, drainage, roadway elements, and various types of wall systems.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.					
N/A					


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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lead Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor (in thousands)
Name: I-485/I-85 Interchange Location: Mecklenburg County, NC	Name: The Lane Construction Corporation	Name of Owner: NCDOT Project Manager: Virginia Mabry Phone: 919-707-6604 Email: vmabry@ncdot.gov	2/2015	\$103,000	\$103,000
g. Narrative describing the work performed by Lead Contractor.					
<div></div> <p>The project consisted of the design and construction of the interchange of Interstate 85 and Interstate 485 (Charlotte Outer Eastern Loop). The widening of I-85 and I-485 was needed to accommodate the new interchange configuration and to match the improvements taking place in nearby projects. Improvements were also needed along existing I-485 and on side roads. The project involved significant road construction, ramps, and landmark bridge structures all in the heavily populated urban area of Charlotte, NC that required complex traffic management to alleviate congestion in an already highly traveled area. RK&K served on the team as a subconsultant to the Lead Designer.</p> <p>The existing I-485/I-85 Interchange was modified to a turbine interchange that uses smaller, single-span bridges, smaller columns and flatter roadway profiles. Lane proposed the 2-level “turbine” interchange for this project as it allowed for a significant reduction of earthwork and eliminated the need to haul material from off-site, drastically reducing construction cost by more than \$30 million. The reduction in hauling also reduces wear on existing infrastructure and the project’s impact on traffic congestion, improving safety for the traveling public. The innovative turbine interchange design cost significantly less to construct and maintain than other types of interchanges and reduced impacts to traffic during construction. The replacement of the existing bridge carrying Mallard Creek Road over I-85 accommodates the new on-ramps and off-ramps connecting I-85 to the new interchange. The design reduced the cost of service and long-term maintenance compared to the four-level bridge design that NCDOT originally proposed. The first of its kind in North Carolina, and extremely uncommon in the U.S., the turbine interchange design circles all left-turning traffic around a central bridge in a counter clockwise direction, creating a seamless movement between the two highways. Lane was also responsible for right-of-way acquisition, utility relocations, and environmental permitting. The concepts implemented by the Lane team minimized impacts to the environment, reduced the required right-of-way, and facilitated optimal utility relocation. Appropriately managing these third-party risks was critical for the successful completion of the project.</p> <p>This project won multiple awards, including 2012 – <i>Roads and Bridges</i> Magazine’s #1 of Top 10 Roads; 2013 – NCSITE Outstanding Project Award; 2015 – National Award of Merit - Design-Build Institute of America (DBIA); ENR Southeast Best Project - Highways/Bridges; DBIA – 2015 Excellence in Design (Engineering); DBIA – 2015 Design-Build National Award of Excellence; 2015 DBIA - 2015 Design-Build National Award of Merit; 2016 American Council of Engineering Companies (ACEC) - NC Chapter – Grand Conceptor Award for Engineering Excellence – Transportation</p> <div><p>Key Project Relevancies:</p><ul style="list-style-type: none">• Design-Build Delivery• Freeway/Interstate/Complex MOT• Interstate Interchange• Staged Construction• Demolition• Environmental Permitting• Right-of-Way Acquisition• Construction over Active Traffic• Utility Conflicts</div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor’s performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Originally a design-build-finance, NCDOT lacked adequate project funding and projected a \$25 million gap, to be funded by the contractor. During pursuit, the Lane team developed an innovative interchange concept that dramatically reduced the project cost. The reduction was so substantial (\$32 million) that the resulting total contract value was less than the total available funding, eliminating the need for gap financing. The Lane team identified significant potential safety and constructability issues associated with the construction of a multi-level interchange within an existing interstate interchange, particularly the safe passage of more than 120,000 ADT. Lane’s innovative concept proposed greatly reduced the work performed in close proximity to traffic, significantly improving safety for the traveling public and project personnel.</p>					
i. Quality Initiatives. Discuss Lead Constractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>The innovative turbine interchange design was selected because it costs significantly less to construct than other types of interchanges, reduces impacts to traffic during construction and costs less to maintain. The designed reduced the cost of service and long-term maintenance compared to the originally proposed four-level bridge design. Lane partnered with NCDOT to incorporate several owner-initiated changes and completed the project with no claims.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.					
N/A					


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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify the Lead Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor (in thousands)
Name: I-85 Widening (I-3803B) Location: Cabarrus County, NC	Name: The Lane Construction Corporation	Name of Owner: NCDOT Project Manager: Rodger Rochelle, PE Phone: 919-707-2710 Email: rdrochelle@ncdot.gov	6/2015	\$149,000	\$149,000
g. Narrative describing the work performed by Lead Contractor.					
<div></div> <p>The project included the widening of 7 miles of I-85 from four to eight lanes from south of Bruton Smith Boulevard/Concord Mills Boulevard to north of NC 73, and improvements to roads around the interchange. Work on Bruton Smith Boulevard was designed to reduce traffic congestion around the popular Charlotte Motor Speedway and Concord Mills Mall by adding a lane for easier access to the interstate. Lane removed the deteriorated pavement of the four-lane divided highway, replacing and extending it with eight lanes of new concrete pavement. Lane also constructed an interchange at Belmont Road and side streets, service roads, and cul-de-sacs to improve access to I-85. Work included permitting, erosion control, lighting, signing, pavement marking, traffic control, right of way, and utility relocation. The work encompassed all required retaining and sound walls, storm drainage, foundations, embankments, slopes, and temporary structures.</p> <p>A majority of the new roadway width was constructed in the existing 70-foot median, which would have potentially created a difficult access challenge. The need for an innovative work zone traffic control and access plan was particularly critical on this project due to the severe state of deterioration and Average Daily Traffic of more than 118,000 vehicles per day. Unimpeded access to the existing median was critical 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. Due to the severe congestion and contract hauling restrictions on all roads crossing the I-85 corridor, using an existing bridge was not an option, therefore Lane constructed a temporary bridge to implement a median access ramp location.</p> <p>The resulting safety improvements were significant. The need to haul 40,000 loads of material across interstate traffic into the median was eliminated, and the temporary bridge also allowed thousands of trips by construction and NCDOT inspection staff without having to enter high-speed traffic. By leveraging the efficiency afforded by the access bridge and ramps, Lane provided NCDOT and FHWA with a very aggressive schedule and highly competitive value. This translated into a proposed 11-month earlier final completion and a bid price \$8.5 million below the engineer’s estimate.</p> <div><div>Key Project Relevancies:<ul style="list-style-type: none">• Design-Build Delivery• Interstate/Complex MOT• Interstate Interchange• Staged Construction• Demolition</div><ul style="list-style-type: none">• Environmental Permitting• Right-of-Way Acquisition• Construction over Active Traffic• Utility Conflicts• Coordination with Adjacent Projects</div>					
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<p>I-85 Widening Cabarrus was successfully completed on budget and completed 11 months ahead of the owner’s required RFP completion date with no delays, claims, dispute proceedings, litigation, or arbitration. Lane won this pursuit due to its presence both in the design-build arena as well as the region. This was one of the largest DB projects in the region and involved interstate maintenance of traffic plans, as well as concrete paving, which Lane is experienced in. “<i>The I-85 widening project is a success story that is the result of Lane’s people, effective project management, and proactive change management. Lane is committed to the delivery of a quality project that will meet the needs of the community. The project would not have been successful without Lane’s willingness to partner with the NCDOT and work together toward a common goal.</i>” – Davis Diggs, PE, NCDOT District Engineer (former)</p> <p>Awards Received: 2013 NAPA ‘Asphalt Operations Safety Innovations’ Award; 2012 ARTBA ‘TransOvation’ Award; and 2012 ARTBA ‘Roadway Work Zone Safety Awareness’ Award.</p>					
i. Quality Initiatives. Discuss Lead Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>By leveraging the efficiency afforded by the access bridge and ramps, Lane provided NCDOT and FHWA with a very aggressive schedule and highly competitive value. This translated into a proposed 11-month earlier final completion and a bid price \$8.5 million below the engineer’s estimate, while providing significant safety enhancements.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.					
N/A					


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

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Name: I-85 Widening Phase III Location: Cherokee County, SC	Name: The Lane Construction Corporation	Name of Owner: SCDOT Project Manager: Shane Parris, PE Phone: 864-490-0466 Email: parrissl@scdot.org	5/2022 (est.)	\$181,700	\$181,700
g. Narrative describing the work performed by Lead Contractor.					
<div></div> <p>This \$181 million design-build project includes the widening of 8.4 miles of I-85 from four to six lanes from the Broad River to the North Carolina-South Carolina state line, as well as improvements to existing interchanges and frontage roads. Five bridges require full replacement, including two staged construction bridges and demolition and reconstruction of an existing Norfolk Southern Railroad bridge over I-85 to provide greater horizontal clearances and meet current design requirements. Interchanges will be improved at four locations: S-11-83, SC 5/198, S-11-99, and US 29. The purpose of this phase is to resurface or reconstruct pavement, increase capacity, and upgrade interchanges and overpass bridges to meet state and federal design requirements. This project is part of an \$800 million program that SCDOT has planned for the I-85 corridor.</p> <p>The Lane D-B team proposed innovative design solutions to protect existing utility operations and limit environmental impacts, 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 been a notable project challenge.</p> <div><p>Key Project Relevancies:</p><ul style="list-style-type: none">• Design-Build Delivery• Interstate/Complex MOT• Bridge/Structure Construction• Demolition• ROW Acquisition• Environmental Permitting• Railroad Coordination• Utility Conflicts• Coordination with Adjacent Projects• Hazardous Materials</div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor’s performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>The Lane team functions on a premise of early recognition to identify issues and potential delays before they can affect construction progression. One such potential issue on this project involved utility relocations. Following initial coordination with the utility stakeholders on this project, the forecasted schedule showed potential disruption. To adapt to this situation, the Lane team 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. The Lane team 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. The project schedule is currently being adjusted to include these relocations.</p>					
i. Quality Initiatives. Discuss Lead Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>In the heavily traveled I-85 corridor, this project offers challenges from a traffic control standpoint. Lane devised an innovative solution to manage this challenge and maintain traffic flow during the day by avoiding shifts through the use of nightly lane closures, thereby minimizing impacts to the traveling public.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.					
N/A					


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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lead Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor (in thousands)
Name: SR 528/Innovation Way Interchange Location: Orange County, FL	Name: The Lane Construction Corporation	Name of Owner: Central Florida Expressway Authority (CFX) Project Manager: Ben Dreiling Phone: 407-690-5313 Email: ben.dreiling@cfxway.com	3/2018	\$62,500	\$62,500
g. Narrative describing the work performed by Lead Contractor.					
<div></div> <p>Lane constructed a new interchange between SR 528 (Beachline) Expressway and Innovation Way. The interchange was created to improve regional connectivity in southeast Orange County, and to accommodate the 17-mile Innovation Way corridor development plan, which will ultimately link the University of Central Florida, Lake Nona’s Medical City, and the Orlando International Airport. The interchange will directly lead into a newly planned development in Orange and Osceola counties, set to create massive business and job opportunities for the local area. The \$63 million project included the design and construction of five bridges, two toll plazas, and new lanes on SR 528; and accommodates a future rail corridor for All Aboard Florida. The new ramps and ramp plazas alleviate traffic congestion to and from SR 528, providing drivers with many time-saving options. The Lane team proposed an innovative bridge design that used all concrete superstructures, saving the Central Florida Expressway Authority (CFX) more than \$2 million in project costs while improving aesthetics and lowering long-term maintenance costs. During construction, the project was impacted by Hurricanes Matthew, Nichole and Irma. The beams had been erected and were awaiting the deck to be poured when the alert for Hurricane Matthew impacting Florida was sent out. With the need for hurricane evacuation routes, the project site had to be secured within a 24-hour timeframe including bracing for the beams, which required immediate upgrade to withstand the higher wind forces.</p> <div><p>Key Project Relevancies:</p><ul style="list-style-type: none">• Design-Build Delivery• Interstate/Complex MOT• Interstate Interchange• Staged Construction• Demolition• Environmental Permitting• Right-of-Way Acquisition• Construction over Active Traffic• Utility Conflicts• Hazardous Materials• Coordination with Adjacent Projects</div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor’s performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>A significant project challenge was coordinating with several major project stakeholders. CFX was the contracting entity, but due to funding arrangements and differing specifications due to location on the project, Suburban Land Reserve (developer) and Orange County (maintenance agency) played significant roles on the project. Lane organized regular team meetings with the project stakeholders during the design phase, which helped to keep the project on track and deliver a design solution that met the specific needs of the project. These meetings included over-the-shoulder plan reviews and comment resolution. The meetings occurred while planning efforts for the construction work and phasing were taking place, which allowed collaboration and issue resolution at the lowest possible levels, and promoted a fast-paced project schedule. The planning phase helped to keep the project schedule on track because it encouraged planning and preparation to help minimize lost time when challenges arose during construction. During Florida’s hurricane season, all project stakeholders had to work together to ensure project site and hurricane evacuation route safety. With the team collaborating from the beginning, the communications between stakeholders were already in place allowing for unified efforts to prepare for the storm events.</p> <p>This project won Lane’s award for the 2017 Safest Project of the Year. In a 20-month period, the team worked over 242,000 hours with zero OSHA recordable accidents. Our success began with careful planning of all project activities, including a detailed look at the work items to be completed and development of a step-by-step plan to complete the work. Part of this was listing the safety requirements, potential hazards, how to address these hazards, and protective equipment that would be needed. This information was conveyed during daily pre-shift meetings.</p>					
i. Quality Initiatives. Discuss Lead Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>The project was completed on-time despite enduring Hurricanes Matthew, Nicole, and Irma; due to the team’s planning and preparedness, there was minimal damage to the project. During construction, one of the massive, 500 CY pier caps had exceeded the allowable temperature for mass concrete. The project team worked tirelessly to review data and develop a solution, which led to the complete removal and replacement of the pier cap. This had the potential to impact the milestone to open Ramp C, and affect the overall project completion. Lane established an internal date to remove the pier cap and replace it if a solution to save the original cap was not approved. This directly reflects Lane's stance on not sacrificing quality for production. Other elements of the project were accelerated using additional shifts and around the clock operations, to meet the critical deadlines. Keeping the project on schedule was critical because of a Ribbon Cutting Ceremony that had been planned and scheduled by top local officials.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.					
N/A					


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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify RK&K’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by RK&K (in thousands)
Name: Monroe Bypass Design-Build Location: Union/ Mecklenburg Cos., NC	Name: Monroe Bypass Constructors (United Infrastructure Group, Boggs Paving, & Anderson Columbia JV)	Name of Owner: NCDOT Project Manager: Malcolm Watson, PE Phone: 919-707-6614 Email: mcwatson@ncdot.gov	Design Completed: 2017 Construction: 2019	\$464,000	\$19,000
g. Narrative describing the work performed by RK&K. If submitting work completed by an affiliated or subsidiary company, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether RK&K was the lead designer or a sub-consultant.					
<div></div> <p>As Lead Designer for one of North Carolina’s largest design-build projects, RK&K and the Monroe Bypass Constructors team designed and constructed this \$464M, 19.7-mile new alignment toll road with 37 bridges (26 sites with 11 duals), 45 culverts, eight interchanges, and three sound barriers. The Monroe Bypass improves mobility and capacity by providing a facility for the US 74 corridor that allows for high-speed regional travel while maintaining access to properties along existing US 74. The design was prepared and managed by RK&K’s Raleigh, North Carolina office. The project consists of providing all design, construction, and quality functions for this toll facility extending from US 74 near I-485 in Mecklenburg County to US 74 between the towns of Wingate and Marshville in Union County. For the one-mile section of mainline along existing US 74 on the west end, the project is an elevated six-lane divided, controlled access toll road with two-lane frontage roads located along each side of the mainline. The remaining portion of the project consists of a four-lane divided, controlled access toll road with a 46-foot median. The western and eastern ends of the project are designed to meet 60-mph design speeds while the remaining section meets a 70-mph design speed for a rolling urban freeway. The project provides a major interchange at its western end with existing US 74 and full movement interchanges with Indian Trail-Fairview Road (SR 1520), Unionville-Indian Trail Road (SR 1367), Rocky River Road (SR 1514), US 601, NC 200, and Austin Chaney Road (SR 1758). The interchange at existing US 74 on the eastern end of the project accommodates the Forest Hills School Road traffic movements with the addition of a “Superstreet U-turn” located on US 74. Aesthetics were a significant consideration in the design. As part of the design, RK&K was responsible for all utility coordination for private utilities, as well as utility design for public water and sewer throughout the project.</p> <div>Key Project Relevancies:<ul style="list-style-type: none"><input checked="" type="checkbox"/> Design-Build Delivery<input checked="" type="checkbox"/> Freeway/Interstate/Complex MOT<input checked="" type="checkbox"/> Interstate Interchanges<input checked="" type="checkbox"/> Staged Construction<input checked="" type="checkbox"/> Demolition<input checked="" type="checkbox"/> Environmental Permitting<input checked="" type="checkbox"/> Right of Way Acquisition<input checked="" type="checkbox"/> Construction over Active Traffic<input checked="" type="checkbox"/> Utility Conflicts<input checked="" type="checkbox"/> Hazardous Materials<input checked="" type="checkbox"/> Coordination with Adjacent Projects</div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of RK&K’s performance on the project to identify RK&K with firms or personnel that have successfully completed projects on time and on or under budget, and to identify RK&K that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
<p>Exceptional performance on this project began with RK&K’s impressive technical score of 93 during the design-build selection process. The RK&K design team remained committed to the project through two delays that stopped design work for a total of three years. Throughout the delays, which were due to an environmental lawsuit, our team remained engaged in the project. RK&K worked as a partner with NCDOT/NCTA to resolve all issues that resulted from the delays. These issues included changes in existing conditions; new policies, standards and specifications; and significant changes to NCDOT and NCTA leadership. From the initial stages, RK&K identified alternative designs to reduce cost and save time. During the proposal process, the Team proposed 24 innovative Alternative Technical Concepts (ATCs). With approval by NCTA, many of these ATCs were implemented into our final design. These ATCs assisted in the reduction of cost and time, as well as helped secure the award of the project. As final design progressed, the design was optimized to minimize cost by balancing earthwork on the job in sections, reducing bridge lengths, minimizing noise walls, etc.</p>					
i. Quality Initiatives. Discuss RK&K’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
<p>A key aspect of maintaining schedules and budgets on all projects is the preparation of an effective initial design in order to avoid the delays and additional costs created by redesign. RK&K prepared a Design Quality Management Plan (DQMP) specifically for the project. A major element of this plan was that all design submittals (including those from subconsultants) would go through an Interdisciplinary Review process. This process minimized the likelihood of conflicts between the different design disciplines, thus avoiding time-consuming resubmittals of the plans and costly constructability issues in the field. Another major element of the DQMP was the use of “check prints,” requiring every sheet to be checked, revised, back-checked, and approved prior to being submitted for review. In addition, internal audits were performed to ensure the plan was followed. To monitor our progress against the design schedule, RK&K prepared a CPM schedule utilizing Microsoft Project and updated it regularly to include actual submittal dates versus projected. This allowed our team to see if an activity was becoming critical well in advance of it becoming an emergency. Also, when the project was delayed due to an environmental lawsuit, a document was developed to memorialize the status of the project. During the delay, the Team met with NCTA to check on the status of the project and also to discuss items that have changed that could impact the project. Once the delay was over, the document was a valuable tool to help the design get restarted and gave a good summary to all new personnel for the project including people at NCTA.</p>					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, RK&K shall provide a detailed explanation below.					
N / A					

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

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify RK&K’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by RK&K (in thousands)												
Name: I-40 Widening and Improvements Design-Build Location: Wake and Johnston Cos., NC	Name: S.T. Wooten Corporation	Name of Owner: NCDOT Project Manager: Teresa Bruton, PE Phone: 919-707-6610 Email: tbruton@ncdot.gov	Design Completed: Ongoing Estimated Completion: July 2020 Construction: Ongoing Anticipated Completion June 2022	\$360,175	\$22,514												
g. Narrative describing the work performed by RK&K. If submitting work completed by an affiliated or subsidiary company Lane, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether RK&K was the lead designer or a sub-consultant.																	
<div></div> <p>Operating from our Raleigh, North Carolina location, RK&K is serving as the Lead Designer for the widening and improvements of I-40 from the I-40 / I-440 / US 64 interchange in Wake County to just north of SR 1525 (Cornwallis Road) in Johnston County. As one of the most heavily traveled and congested transportation facilities in the Raleigh, North Carolina area, this project provides a higher level of service on I-40 and relieves present and future congestion. The 12.8-mile long project consists of ten-lane, eight-lane, and six-lane sections and is designed to meet 70 and 75 mph for freeway interstate standards. In addition to widening, this much-needed project modifies several interchanges and includes 15 bridges, 6 interchanges, replacement and extensions of box culverts, and sound barrier and retaining walls.</p> <p>To ensure the initial design is effective, all design submittals (including from subconsultants) go through an Interdisciplinary Review process where all disciplines review and comment. At the same time the plans are sent to the contractor for a constructability review. This process minimized the likelihood of conflicts between different design disciplines and gives the contractor a chance to look at constructability, thus avoiding time-consuming resubmittals of the plans and costly constructability issues in the field. To monitor our progress against the design schedule, RK&K prepared a CPM schedule utilizing Microsoft Project and updates it regularly to include actual submittal dates versus projected.</p> <div><p>Key Project Relevancies:</p><table><tr><td><input checked="" type="checkbox"/> Design-Build Delivery</td><td><input checked="" type="checkbox"/> Right of Way Acquisition</td></tr><tr><td><input checked="" type="checkbox"/> Freeway/Interstate/Complex MOT</td><td><input checked="" type="checkbox"/> Construction over Active Traffic</td></tr><tr><td><input checked="" type="checkbox"/> Interstate Interchanges</td><td><input checked="" type="checkbox"/> Utility Conflicts</td></tr><tr><td><input checked="" type="checkbox"/> Diverging Diamond Interchange</td><td><input checked="" type="checkbox"/> Hazardous Materials</td></tr><tr><td><input checked="" type="checkbox"/> Staged Construction</td><td><input checked="" type="checkbox"/> Coordination with Adjacent Projects</td></tr><tr><td><input checked="" type="checkbox"/> Demolition</td><td></td></tr></table></div>						<input checked="" type="checkbox"/> Design-Build Delivery	<input checked="" type="checkbox"/> Right of Way Acquisition	<input checked="" type="checkbox"/> Freeway/Interstate/Complex MOT	<input checked="" type="checkbox"/> Construction over Active Traffic	<input checked="" type="checkbox"/> Interstate Interchanges	<input checked="" type="checkbox"/> Utility Conflicts	<input checked="" type="checkbox"/> Diverging Diamond Interchange	<input checked="" type="checkbox"/> Hazardous Materials	<input checked="" type="checkbox"/> Staged Construction	<input checked="" type="checkbox"/> Coordination with Adjacent Projects	<input checked="" type="checkbox"/> Demolition	
<input checked="" type="checkbox"/> Design-Build Delivery	<input checked="" type="checkbox"/> Right of Way Acquisition																
<input checked="" type="checkbox"/> Freeway/Interstate/Complex MOT	<input checked="" type="checkbox"/> Construction over Active Traffic																
<input checked="" type="checkbox"/> Interstate Interchanges	<input checked="" type="checkbox"/> Utility Conflicts																
<input checked="" type="checkbox"/> Diverging Diamond Interchange	<input checked="" type="checkbox"/> Hazardous Materials																
<input checked="" type="checkbox"/> Staged Construction	<input checked="" type="checkbox"/> Coordination with Adjacent Projects																
<input checked="" type="checkbox"/> Demolition																	
h. Self-Assessment. The information provided in this section should be a self-assessment of RK&K’s performance on the project to identify RK&K with firms or personnel that have successfully completed projects on time and on or under budget, and to identify RK&K that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.																	
<p>With an innovative design concept and aggressive construction schedule, RK&K and the design-build team received the highest technical score of 95 during the design-build selection process. One of the most unique innovations includes the utilization of an overhead conveyor system to deliver Asphalt, Type I Stone, and ABC to the median from the contractor’s local Asphalt Plant site on Cleveland Road. The use of this system greatly minimizes traffic impacts by eliminating approximately 7,600 truckloads of materials from entering / exiting the roadway median.</p> <p>The design-build team also utilizes the NCDOT-owned Smart Workzone System to monitor traffic flow and provide advanced notice to motorists to utilize alternate routes when there are delays. The team is modifying the existing system specifically for this project. The CPM schedule is a valuable tool and is used to identify the critical path for the project. This allows the design team to allocate resources to the critical tasks to ensure they are completed on time. This tool has been especially important as the final design and right-of-way acquisition ramped down for this project as COVID-19 occurred and impacted the project. This includes the design team working remotely and unable to meet in person. Right-of-way has been impacted due to revised court procedures that hinder meeting with owners face to face, etc. The Team has been able to identify problem areas using the CPM to track parcels, adjust design, and identify construction work areas to accommodate where the right-of-way is obtained.</p>																	
i. Quality Initiatives. Discuss RK&K’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.																	
<p>Quality improvements from interdisciplinary reviews: 1) During the review process at the bridges, the contractor noted areas where construction may be difficult. A separate meeting was held to discuss these areas and specific design changes were made to ensure constructability. 2) The Team also worked closely with NCDOT and the Agencies to determine if large retaining walls adjacent to streams/wetlands were needed because of the possibility of scour and maintenance issues. After coordination the walls were removed with the Agencies blessing which reduces possible maintenance issues in the future. 3) For all submittals, existing and proposed utilities, as well as storm drainage are checked for conflicts. It is important to check that there are not conflicts for any type of foundations (sign, bridge, lighting, etc.).</p>																	
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, RK&K shall provide a detailed explanation below.																	
N / A																	

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


a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify RK&K’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by RK&K (in thousands)
Name: Macy Grove Road/I-40 Design-Build Location: Guilford Co., NC	Name: Blythe Development Company	Name of Owner: NCDOT Project Manager: Teresa Bruton, PE Phone: 919-707-6610 Email: tbruton@ncdot.gov	Design Completed: 2012 Construction: 2015	\$38,800	\$2,684
g. Narrative describing the work performed by RK&K. If submitting work completed by an affiliated or subsidiary company, identify the full legal name of the affiliate or subsidiary and their role on the Project. Include the office location(s) where the design work was performed and whether RK&K was the lead designer or a sub-consultant.					
<div><div></div><div><p>RK&K, operating from our Raleigh, North Carolina office, served as the Lead Designer for this award-winning design-build project that widened, extended, and reconstructed 0.94-mile of Macy Grove Road (SR 2601) to a multi-lane roadway from south of I-40 Business/US 421 to north of East Mountain Street in Kernersville, NC. The project included the design of two interchanges and three bridges. Providing multi-discipline services, RK&K’s scope of work included structure design; roadway design; hydraulic design; traffic control and pavement markings; signing, ITS, and signal design; permit preparation; utility coordination and utility design and relocation of water and sewer, public involvement; railroad coordination; erosion and sedimentation control; surveys and SUE; and right-of-way acquisition and construction phase services. Structure Design: This project included the design and construction of three bridges: (1) Macy Grove Road over I-40 Business: 156-foot long, one-span, tangent bridge with a superstructure consisting of parallel 65-inch steel plate girders. (2) Macy Grove Road over the Norfolk Southern Railroad: 117-foot long, one-span, tangent bridge consisting of parallel 54-inch Type IV AASHTO prestressed concrete girders. (3) Macy Grove Road over East Mountain Street:111-foot long, one-span, tangent bridge consisting of parallel 54-inch Type IV AASHTO prestressed concrete girders. Roadway Design: The team designed and constructed a four-lane divided curb & gutter facility including: new Macy Grove Road/I-40 Business interchange; a two-lane bridge over I-40 Business / US 421 was replaced with a Compressed Diamond Interchange (CDI) with a seven-lane bridge; 1.6 miles of existing I-40 Business/US 421 (multi-lane freeway) was milled, resurfaced and improved; removed EB exit ramp on I-40 Business, removed 1,000-feet of existing WB I-40 Business/US 421 roadway and bridge east of NC 66, and reconstructed 1,000-feet of WB I-40 Business/US 421 roadway; removed existing WB entrance ramp and roadway between I-40 Business and East Mountain Street; added cul-de-sac on Old Greensboro Road; a partial interchange with two-way ramps in the Northwest quadrant of East Mountain Street with a roundabout at the ramp terminal; a new 1,355-foot long two-lane access road from Macy Grove Road to Whitt Road; and a 500-foot long two-lane access road from Industrial Park Road northward.</p></div></div> <div><p>Key Project Relevancies:</p><div><div><input checked="" type="checkbox"/> Design-Build Delivery</div><div><input checked="" type="checkbox"/> Freeway/Interstate/Complex MOT</div><div><input checked="" type="checkbox"/> Interstate Interchanges</div><div><input checked="" type="checkbox"/> Staged Construction</div><div><input checked="" type="checkbox"/> Demolition</div></div><div><div><input checked="" type="checkbox"/> Environmental Permitting</div><div><input checked="" type="checkbox"/> Right of Way Acquisition</div><div><input checked="" type="checkbox"/> Construction Over Active Traffic</div><div><input checked="" type="checkbox"/> Utility Conflicts</div><div><input checked="" type="checkbox"/> Hazardous Materials</div></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of RK&K’s performance on the project to identify RK&K with firms or personnel that have successfully completed projects on time and on or under budget, and to identify RK&K that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
Demonstrating outstanding performance on the project, RK&K received the Pinnacle Carolinas AGC Partner Award. As the most prestigious recognition in the Carolinas’ construction industry, this award honors the work of contractors and their key partners. Also illustrating RK&K’s innovative and creative design, the design-build team received the highest technical score of 90 during the design-build selection process. The design for the project was completed on time and within budget. We also worked with the owner and contractor when there were unexpected changes to the project such as when we had to minimize slopes on a large gas line (third party risk) by using reinforced soil slopes and adding additional drainage pipes to minimize cuts over the lines.					
i. Quality Initiatives. Discuss RK&K’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
A key aspect of maintaining schedules and budgets on all projects is the preparation of an effective initial design in order to avoid the delays and additional costs created by redesign. To ensure the initial design is effective all design submittals (including those from subconsultants) would go through an Interdisciplinary Review process where all disciplines review the submittal and give comments. This process minimizes the likelihood of conflicts between the different design disciplines, thus avoiding time-consuming resubmittals of the plans and costly constructability issues in the field. To monitor our progress against the design schedule, RK&K prepared a CPM schedule utilizing Microsoft Project and updated it regularly to include actual submittal dates versus projected. Quality improvements from interdisciplinary reviews: 1) The design for this project included adding an interchange at an existing overpass. The RFP allowed closure road of the existing overpass and our Team developed a design that allowed the road to remain open at all times during construction. 2) Another design change that increased the quality of the project was to use a 1-span bridge over I-40 Bus. This minimized work in the median of a busy interstate, eliminated a bent in the bridge, minimized maintenance cost, and allowed for a more consistent median along I-40 Bus. 3) The Team also designed the project to minimize impacts to environmental features and worked closely with the Agencies to develop a Nationwide Permit instead of the Individual Permit that was anticipated in the RFP. This helped to accelerate receiving the Permit and allowed the Team to begin construction earlier than initially anticipated.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, RK&K shall provide a detailed explanation below.					
N / A					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
Major Design Subconsultant – WSP USA Inc. (WSP)

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify 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-40/I-77 Interchange Design-Build Location: Statesville, NC	Name: Lane Construction Corporation	Name of Owner: NCDOT Project Manager: Dan Duffield, PE Phone: 919-707-6611 Email: dcduffield@ncdot.gov	Design Completion: 2020 Construction Completion: 2022	\$ 260,290	\$17,631
g. Narrative describing the work performed by WSP. If submitting work completed by an affiliated or subsidiary company of Lane, 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> <p>As the Lead Design Engineer, WSP performed the following design services from the Charlotte, NC office, for the Design-Build Contractor, The Lane Construction Corporation: Project Management, Roadway, Structures, Drainage, Erosion Control, Maintenance of Traffic, Signals, Signing, Pavement Marking, ITS, Survey, Permitting, Noise Analysis, Traffic Analysis, and Public Involvement.</p> <p>The I-3819B, U-6039 project reconstructs the existing I-40/I-77 cloverleaf interchange to a Turbine interchange, which was part of an Alternative Technical Concept (ATC) that eliminates 3rd level structures, improves constructability, optimizes structure quantities, reduces costs, and expedites construction. The project widens I-40 (concrete) and I-77 (asphalt) in each direction for 1-2 miles. The project reconstructs the I-77 & Broad St interchange and implements access management strategies on Broad St through median installations, signal upgrades, and road realignments. The creative construction work strategy and maintenance of traffic plans minimize the number of phased bridges and incorporates Smart Work Zone technology to enhance safety and utilize an on-site concrete batch plant to mitigate third-party delays.</p> <p>Utility relocations were a major risk on the project due to the numerous utility conflicts in the vicinity of the Broad Street widening. Utility risks were mitigated through Monthly Utility Coordination meetings, Inter-Disciplinary Reviews that utilized the Utility Coordinator during Design Deliverable Reviews, and design optimizations that included roadway realignments that avoided utility conflicts.</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>With the approval of two Alternative Technical Concepts (Turbine Interchange and Geotechnical Fabric Inter-Layer) and an aggressive construction schedule, WSP and the design-build team received the highest technical score of 93.5 during the design-build selection process.</p> <p>During project execution, Jason Gorrie, PE, PMP (WSP Design Project Manager) implemented the following strategies to deliver a successful project on time and under budget.</p> <ul style="list-style-type: none">• Initiated the CLOMR tasks early to address floodplain impacts.• Prioritized Right-of-Way acquisitions based on utility relocations and early construction activities.• Developed project phasing to take advantage of significant Right-of-Way acquired by NCDOT on I-77; north of US 64.• Conducted weekly Design Coordination Meetings that mitigated risks, resolved project issues, and analyzed resources.• Decreased schedule risk through self-performance.					
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’s quality initiatives included technical reviews, oversight reviews, interdisciplinary reviews, and constructability reviews, to ensure requirements are met and that all Design-Build Submittal Guidelines and WSP quality procedures are followed.</p> <p>The Design Project Manager, Jason Gorrie, PE, PMP, utilized tracking spreadsheets and coordinated with the Project Accountant on a weekly basis to manage design costs, monitor cost performance, understand variances from the cost baseline, record all appropriate changes, and prevent incorrect/inappropriate charges. Weekly coordination meetings were held with the Design Leads to manage and document changes, and to record percent completes for each design task, to ensure accurate cost performance monitoring.</p> <p>Monthly meetings were held with the project scheduler to review design deliverable progress through the project Submittal Log, and to ensure design tasks were on schedule. The project Submittal Log documented baseline/actual design deliverable dates and also documented baseline/actual owner review dates. Deliverable progress was recorded in P6 scheduling software and updates were submitted to the contractor on a monthly basis.</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					

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER

Major Design Subconsultant – WSP USA Inc. (WSP)

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify 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: NC 540 Triangle Expressway Southeast Extension Design-Build Location: Wake & Johnson Counties, NC	Name: Lane/Blythe Construction-Joint Venture	Name of Owner: North Carolina Turnpike Authority (NCTA) Chief Engineer, Innovative Delivery: Rodger Rochelle, PE Phone: 919-707-2710 Email: rdrochelle@ncdot.gov	Design Completion: 2020 Construction Completion: 2022	\$403,000	\$25,314
g. Narrative describing the work performed by WSP. If submitting work completed by an affiliated or subsidiary company of Lane, 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> <p>WSP is currently serving as the lead designer for this \$403 million design-build project for the North Carolina Turnpike Authority (NCTA), one of the largest design-build projects currently in development in North Carolina. This project is one of three segments to extend the existing Triangle Expressway from its existing terminus at NC 55 in Apex to I-40. WSP’s section includes the portion from US 401 to I-40 and consists of a six-lane fully tolled facility on new location for approximately 8.6 miles; including 22 bridge sites, two service interchanges, and a new turbine system interchange at I-40/ US 70/NC 540. WSP is providing project management, permitting and construction drawings for the entire project. Specific disciplines include roadway design, drainage design, structures design (including noise walls), water/ sewer design, traffic control plans, signal design, signing design, ITS, All Electronic Tolling (AET), geotechnical services, right of way acquisition, utility coordination, railroad coordination, permitting, and noise analysis. WSP is also responsible for design services during construction. This project demonstrates our close working relationship with the North Carolina Department of Transportation, particularly NCDOT Division 5 and our ability to handle extremely complex multi-faceted design projects with multiple stakeholders.</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>WSP understands the importance of cost certainty. Innovative design and construction efforts were incorporated into the bid plans during the pursuit process to provide improved economy, durability and safety, reduce construction schedule and limit the impacts to the environment, traffic and property owners. Innovative design techniques were used to significantly reduce the overall bridge square footage and eliminate all steel girders previously proposed for the project. These efforts reduced the overall construction cost by nearly \$24M and reduced future maintenance costs to NCDOT. The contractor’s involvement in the IDR process allowed them to provide comments to keep the project progressing as planned and estimated. In addition, quantities were recalculated and compared to the bid at regular milestones (60% and final plans) to ensure cost certainty and to verify previous assumptions made in the development of the plans.</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’s quality initiatives included technical reviews, oversight reviews, interdisciplinary reviews, and constructability reviews, to ensure requirements are met and that all Design-Build Submittal Guidelines and WSP quality procedures are followed.</p> <p>The Design Project Manager, Daniel Bridges, PE, DBIA, utilized tracking spreadsheets and coordinated with the Project Accountant and Cost Loaded Project Schedule on a regular basis to manage design costs, monitor cost performance, understand variances from the cost baseline, record all appropriate changes, and prevent incorrect/inappropriate charges. Weekly coordination meetings were held with the Design Leads to manage and document changes, and to record percent completes for each design task, to ensure accurate cost performance monitoring.</p> <p>Monthly meetings were held with the project scheduler to review design deliverable progress through the project Submittal Log, and to ensure design tasks were on schedule. The project Submittal Log documented baseline/actual design deliverable dates and also documented baseline/actual owner review dates. Deliverable progress was recorded in P6 scheduling software and updates were submitted to the contractor on a monthly basis.</p> <p>Interdisciplinary Reviews (IDR) are required for all deliverables in order to have all disciplines review deliverables in order to avoid conflicts during construction. The IDRs require the Discipline leads to sign off on their approval of the deliverable certifying that it does not conflict with the areas under their responsibility. The Contractor is also included to provide input for constructability.</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



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

See attached Quality of Past Performance Forms for:

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

- » Lane, Texas Department of Transportation (TxDOT), IH35W
- » Lane, Virginia Department of Transportation (VDOT), I-66 Spot 2 Widening

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

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

3.5.2(d) Has an Owner or Lead Contractor pursued compensation from the Lead Designer due to errors and omissions? Yes

- » RK&K, Delaware River & Bay Authority (DRBA), Bridge 6

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

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

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

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

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

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

WORK HISTORY AND QUALITY FORM – CONTRACTOR/DESIGNER
RK&K, LLP

a. Project Name & Location (City, State)	b. Name of lead responsible for the overall project design or construction	c. Contact information of the Client & their Project Manager who can verify Lead Contractor’s responsibilities	d. Actual or Estimated Construction & Professional Services Completion Date	e. Actual or Estimated Project Construction Cost (in thousands)	f. Dollar Value of Work Performed by Lead Contractor (in thousands)
Name: DRBA Bridge 6 Location: New Castle County, DE	Mumford & Miller Concrete, Inc., Lead Contractor	Name of Owner: Delaware River & Bay Authority Project Manager: David Hoppenjans Phone: 302-571-6300 Email: david.hoppenjans@drba.net	2/2020 12/2019	\$35,000	\$2,600
g. Narrative describing the work performed by Lead Contractor.					
RK&K was the Lead Designer. The overall project intent was to add another lane to SB I-295. The design of Bridge 6 was a replacement and widening of the steel superstructure and concrete deck of the bridge with strengthening and widening of the existing concrete piers. The design was performed in RK&K’s Baltimore office.					
h. Self-Assessment. The information provided in this section should be a self-assessment of Lead Contractor’s performance on the project to identify Lead Contractor with firms or personnel that have successfully completed projects on time and on or under budget, and to identify Lead Contractors that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
N/A					
i. Quality Initiatives. Discuss Lead Contractor’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
N/A					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Contractor shall provide a detailed explanation below.					
6. Has an Owner or Lead Contractor pusued compensation from the Lead Designer due to erros and omissions? The Owner has engaged the dispute resolution process of the contract regarding alleged design errors and omissions. The parties engaged in mediation but were unable to reach resolve the matter. The owner still has not proceeded with the next step of the dispute resolution process, which is filing notice of arbitration. RK&K is hopeful that additional settlement discussion will occur in advance of this matter proceeding to arbitration.					



Appendix D

Legal & Financial





May 4, 2020

South Carolina Department of Transportation
Office of Professional Services Contracting
955 Park Street, Room 128
Columbia, SC 29201
Attn: Mr. Nick Pizzuti

RE: Request for Qualifications – Project ID P039718 (the “RFQ”)
Carolina Crossroads Phase 1 – Colonial Life Blvd. 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,

Mark A. Schiller
President and Chief Executive Officer

On this 4th day of May, 2020, before me, Lori A. Wasilesky, a Notary Public for Connecticut, personally appeared Mark A. Schiller, known to me to be the person described in the foregoing Affidavit, and acknowledged that he executed the same in the capacity therein stated and for the purposed therein contained. In witness thereof, I hereunto set my hand and official seal.



Notary Public

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

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

May 8, 2020

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

RE: **The Lane Construction Corporation**
Request for Qualifications
Carolina Crossroads, Phase 1 – Colonial Life Blvd., Design-Build Project
Project ID P039718, Richland and Lexington Counties, South Carolina
Estimated Project Value: \$120,000,000.00

To Whom It May Concern:

This letter will serve to confirm that The Lane Construction Corporation is a highly regarded and valued client of the sureties, Liberty Mutual Insurance Company, Zurich American Insurance Company, Fidelity and Deposit Company of Maryland, Berkshire Hathaway Specialty Insurance Company and United States Fire 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, 2019. Furthermore, each surety company is rated "A" or better by A.M. Best Company, all with Financial Size Category "XIII".

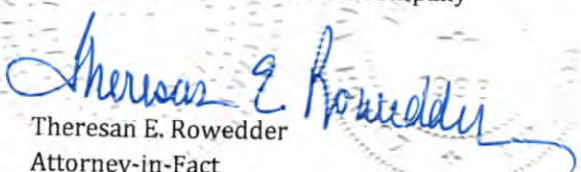
The Lane Construction Corporation has developed a strong track record of completing complex construction projects on time and within the available budget. The co-sureties provide surety support for The Lane Construction Corporation for individual projects with contract values approaching \$450,000,000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

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

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

Sincerely,

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


Theresan E. Rowedder
Attorney-in-Fact



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



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

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

Certificate No. 8197979-012022

POWER OF ATTORNEY

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

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

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



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

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

State of PENNSYLVANIA ss
County of MONTGOMERY

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

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



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

By: Teresa Pastella
Teresa Pastella, Notary Public

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

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

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

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 8th day of May, 2020.



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

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


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

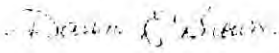
The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies and is now in force.

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



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


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

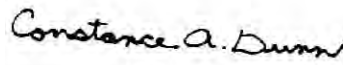

By: **Dawn E. Brown**
Secretary

State of Maryland
County of Baltimore

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

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




Constance A. Dunn, Notary Public
My Commission Expires: July 9, 2023

EXTRACT FROM BY-LAWS OF THE COMPANIES

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

CERTIFICATE

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies,
this 8th day of May, 2020.



Brian M. Hodges

By: Brian M. Hodges
Vice President

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

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

Power Of Attorney

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

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

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

**BERKSHIRE HATHAWAY SPECIALTY
INSURANCE COMPANY,**



By:

David Fields, Executive Vice President



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



By:

David Fields, Vice President

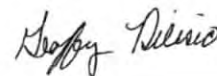
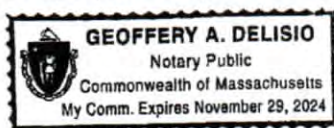


NOTARY

State of Massachusetts, County of Suffolk, ss:

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

[Notary Seal]



Notary Public

I, Ralph Tortorella, the undersigned, Officer of **BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY, NATIONAL INDEMNITY COMPANY and NATIONAL LIABILITY & FIRE INSURANCE COMPANY**, do hereby certify that the above and foregoing is a true and correct copy of the Power of Attorney executed by said Companies which is in full force and effect and has not been revoked. IN TESTIMONY WHEREOF, see hereunto affixed the seals of said Companies this May 8, 2020.


Officer

To verify the authenticity of this Power of Attorney please contact us at: BHSI Surety Department, Berkshire Hathaway Specialty Insurance Company, One Lincoln Street, 23rd Floor Boston, MA 02111 | (770) 625-2516 or by email at Jennifer.Porter@bhspecialty.com. **THIS POWER OF ATTORNEY IS VOID IF ALTERED**
To notify us of a claim please contact us on our 24-hour toll free number at (855) 453-9675, via email at claimsnotice@bhspecialty.com, via fax to (617) 507-8259, or via mail.

BERKSHIRE HATHAWAY SPECIALTY INSURANCE COMPANY (BYLAWS)

ARTICLE V.

CORPORATE ACTIONS

....

EXECUTION OF DOCUMENTS:

....

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

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

NATIONAL INDEMNITY COMPANY (BY-LAWS)

Section 4. Officers, Agents, and Employees:

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

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

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

NATIONAL LIABILITY & FIRE INSURANCE COMPANY (BY-LAWS)

ARTICLE IV

Officers

Section 1. Officers, Agents and Employees:

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

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

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

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

80844

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

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

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

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

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

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

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

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

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

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

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

UNITED STATES FIRE INSURANCE COMPANY



Anthony R. Slimowicz, Executive Vice President

State of New Jersey }
County of Morris }

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

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

Sonia Scala

(Notary Public)

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

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of United States Fire Insurance Company on the 8th day of May 2020



UNITED STATES FIRE INSURANCE COMPANY

Peter M. Quinn, Senior Vice President

3.6.3 Organizational Agreements

Organizational Agreements are not applicable to the Lane/RK&K team on this submittal.

3.6.4 D-U-N-S Numbers

Firm	Number
Lane Construction Corporation	00-691-7504
RK&K, LLP	08-106-3447
WSP USA Inc.	05-666-8700
Surveying and Mapping, LLC	86-720-3556
Three Oaks Engineering	07-932-7186
Platinum Geomatics	08-017-9978
Hazen and Sawyer	05-475-0183
Property Acquisitions & Negotiations	94-674-6620
Terracon Consultants, Inc.	61-356-9961
Davis & Floyd, Inc.	85-863-3613
S&ME, Inc.	08-816-2029



Columbia, South Carolina

**SOUTH CAROLINA DEPARTMENT
OF
TRANSPORTATION**

PRIME CONTRACTOR

PREQUALIFICATION CERTIFICATE

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

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

THE LANE CONSTRUCTION CORPORATION

Vendor ID: 1TH013

Issued : October 9, 2019

Expires: October 31, 2020

Approved By:

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

Prequalification Coordinator



Appendix E

Organizational Conflict of Interest



DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

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

Attach additional sheets as necessary.

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



Signature

May 4, 2020

Date

Mark A. Schiller

Print Name

The Lane Construction Corporation

Company

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

Name

Phone

Company



Appendix F

Confidential or Proprietary Information Summary List



This SOQ does not contain any confidential or proprietary information.



Appendix G

Addendum Receipt Forms



NOTICE OF RECEIPT

Carolina Crossroads Phase 1 – Colonial Life Blvd.
Design-Build – Project ID P039718
Richland and Lexington Counties

Addendum 1

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

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

Confirmation Statement:

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



PROPOSER's Signature

13 Mar 2020

Date

Martin S. Grem, PE, DBIA

Printed Name

For: The Lane Construction Corporation

Design-Build Team Name



NOTICE OF RECEIPT
Carolina Crossroads Phase 1 – Colonial Life Blvd.
Design-Build – Project ID P039718
Richland and Lexington Counties

Addendum 2

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

13 Mar 2020

Date

Martin S. Grem, PE, DBIA

Printed Name

For: The Lane Construction Corporation

Design-Build Team Name





Appendix H

Key Individual and Contractor/Designer Reference Forms



[illegible]

[illegible]

