



STATEMENT OF QUALIFICATIONS

I-20 over Wateree River Bridge Replacement & Swamp Overflow Bridge Rehabilitations Design-Build

Contract ID 2847360 | June 9, 2022 | The Lane Construction Corporation



3.2 INTRODUCTION

Since 2001, **The Lane Construction Corporation (Lane)** and **HDR Engineering, Inc. of the Carolinas (HDR)** have successfully delivered quality projects in the Carolinas as a collaborative design and construction team.

Our integrated team has proven experience on recent design-build (DB) projects; local resources and execution capabilities; and SCDOT knowledge and expertise in design, quality, and construction. We bring a proven partnering approach, procedures, and aligned cultures from our 20+ year history of delivering transportation facilities in South Carolina and beyond.

Lane and HDR have worked together on more than \$7.5 billion in DB projects nationwide.

OUR TEAM's HISTORY & BRIDGE EXPERIENCE

- ✓ **Solid South Carolina heritage**
60+ years (Lane) | 35+ years (HDR)
- ✓ **Strong history teaming together on DB projects in the Carolinas and nationally since 1997, including two current projects in NC**
- ✓ **Notable Projects Together: I-385 Widening Greenville SC, I-85 Yadkin River Bridge, and I-85 Widening Cabarrus and Rowan Counties**
- ✓ **Team members and firms have worked on award-winning bridges over water and interstate bridges through the U.S.**

3.2.1 Contracting Entity: The Lane Construction Corporation is the sole entity with whom SCDOT will be contracting. David J. Rankin, PE, has the authority to sign contracts on behalf of Lane. The project will be managed from Lane's Charlotte, NC office.

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

3.2.2 Proposer's Points of Contact for Procurement:

Name	Mailing Address	Phone	Email
Pat McGriff, P.E., DBIA	6125 Tyvola Centre Drive, Charlotte, NC 28217	407-466-4811	cpmcgriff@laneconstruct.com
Greg Michael Schuch, PE	1201 Main Street, Suite #800, Columbia, SC 29201	803-509-6620	greg.schuch@hdrinc.com

3.2.3 Full Legal Name of Lead Contractor & Lead Designer:

The Lane Construction Corporation is the full legal name of the Lead Contractor/Proposer.

HDR Engineering, Inc. of the Carolinas is the full legal name of the Lead Design firm.

3.2.5 Commitment: Lane and HDR confirm the commitment that all key individuals identified within this SOQ will meet or exceed SCDOT's schedule and quality expectations, and they are available for the full duration of the I-20 Over Wateree River Bridges project.

Lane and HDR have partnered to present SCDOT with a proven team with a history of successful DB project delivery. Our team offers demonstrated local knowledge and resources, cost-effective and realistic schedule-conscious execution, extensive bridge experience, and familiarity with SCDOT's design, construction, and quality procedures and expectations.

3.2.4 D-U-N-S Numbers:

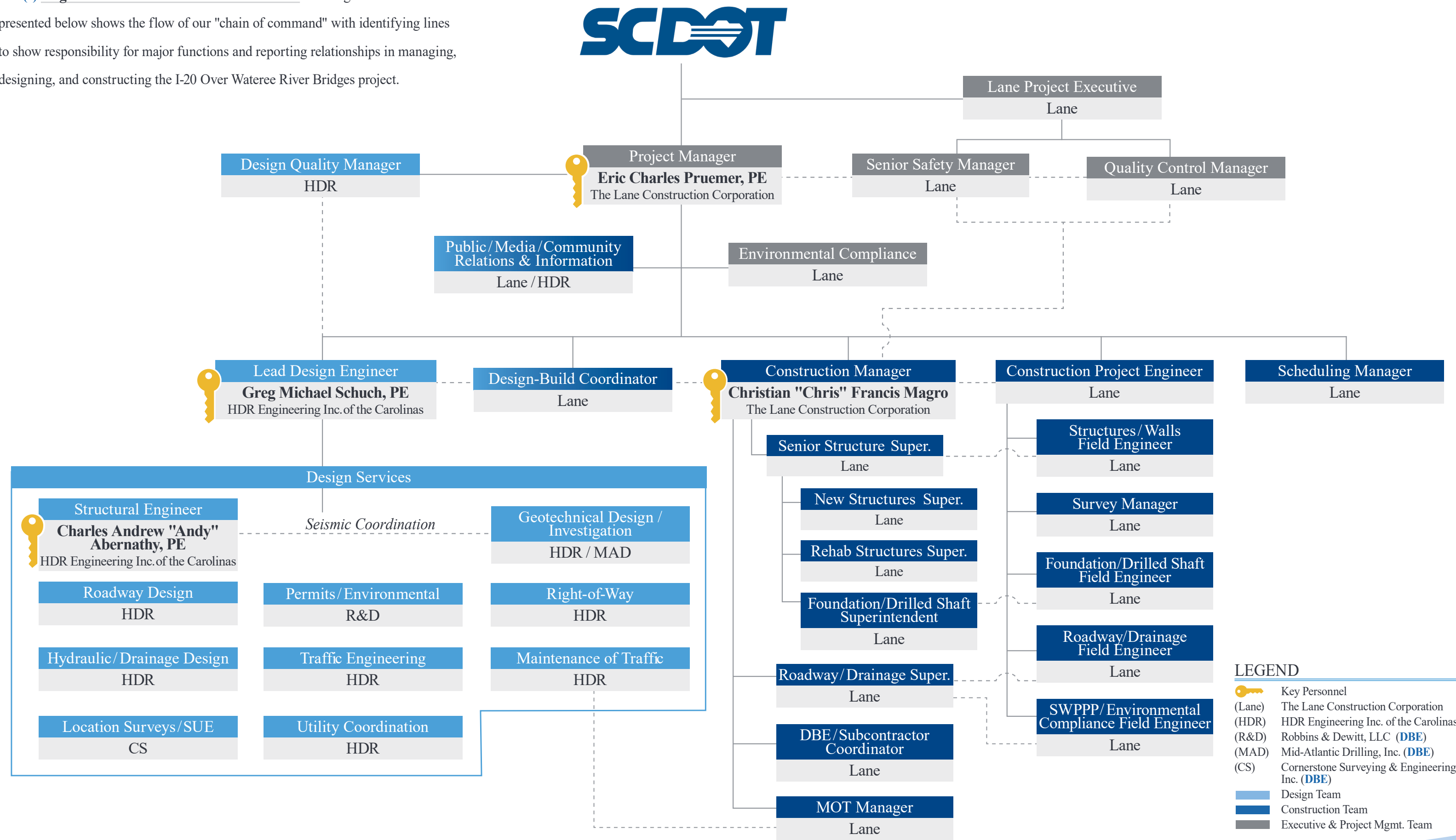
Firm	DUNS
The Lane Construction Corporation	00-691-7504
HDR Engineering Inc. of the Carolinas	10-280-0351
Robbins & Dewitt, LLC	11-857-2839
Mid-Atlantic Drilling, Inc.	02-943-2433
Cornerstone Surveying & Engineering, Inc.	84-199-7000


David J. Rankin (Lane)


Jonathan Henderson (HDR)

3.3 TEAM STRUCTURE & PROJECT EXECUTION

3.3.1(a) **Organizational Chart & Team Structure:** The organizational chart presented below shows the flow of our "chain of command" with identifying lines to show responsibility for major functions and reporting relationships in managing, designing, and constructing the I-20 Over Wateree River Bridges project.



3.3.1(b) Team Structure & Integration: Lane will serve as the sole contracting entity with SCDOT and HDR will serve as Lead Designer under direct contract to Lane. **Project Manager Eric Pruemer** (Lane) will have singular responsibility for leading all project personnel. A management team of direct reports will assist Eric in overseeing respective functions of the project, including design, construction, safety, and project administration.

Construction Manager Chris Magro (Lane) will manage and coordinate all field personnel and daily construction operations and will report directly to Eric. A dedicated Senior Structures

Superintendent will report directly to Chris and will oversee three Superintendents focusing on the new structure, rehabilitated structures, and oversight of foundations/drilled shafts subcontractor. **Lead Design Engineer Greg Schuch, PE** (HDR) will head the design and coordinate the work of all design functions, and will report to Eric. **Structural Engineer Andy Abernathy, PE** will lead the structural design, and along with Greg, will oversee seismic design and associated coordination with the geotechnical engineering team to appropriately incorporate geotechnical seismic considerations into the structural design. Andy will report directly to Greg. These four individuals form the core group to execute design and construction activities for the project.

Our team has been structured to capitalize on the strengths of select subconsultant design firms, including Mid-Atlantic Drilling for geotechnical services, Cornerstone Surveying & Engineering for field survey, and Robbins & Dewitt for environmental and permitting services. Serving as part of the integrated design team, these firms will be under direct contract with HDR.

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

These individuals will function as an integrated team by taking advantage of local access to resources; drawing on established, state-wide relationships; engaging in new technologies and innovative resources; and incorporating proven best practices and procedures acquired from years of organizational collaboration. Lane and HDR have several long-standing offices located throughout the Carolinas, including two in Charlotte, one in Columbia and one in Rock Hill, all within one hour of the project site. Upon contract award, Eric will lead the project team from Lane's Charlotte office during design and will transition to the project site during the construction phase. Greg and Andy will lead the design team throughout the life of the project and will work out of HDR's Columbia and Charlotte offices. They will be available to join the team on-site as needed. Chris will transition from his current project assignment as it finishes in June 2023 and will join the team from the project site for the duration of construction. He will attend preconstruction meetings with the design team as needed during the design phase.

SUCCESSFUL TEAMING & INTEGRATION

Lane and HDR have successfully worked together on **14 projects** nationwide, many of which featured interstate structures and bridges over water. Recent bridge replacement in the Carolinas include the I-85 Yadkin River Bridge (left) and the I-85 Widening Cabarrus County (right).



3.3.1(c) Previous Teaming Success: Lane and HDR have successfully worked together on 14 prior projects nationwide and are currently partnered on two major DB projects in North Carolina. Previous similar bridge experience together includes the \$136 million I-85 Yadkin River Bridge DB project, which consisted of the construction of dual 2,700-foot-long interstate bridges over the environmentally sensitive Yadkin River in NC; and the I-4 Ultimate Improvement Project in Florida, which included multiple interstate bridges over various types of water bodies in a geographically diverse environment.

Previous Design-Build Teaming Success in the Carolinas	
I-385 Widening Project DB – Greenville, SC – 23.038621 (2010-2012)	
Description	\$65 million Upgrading and widening of I-385 from four to six lanes, including two sets of dual bridges, while maintaining at least two travel lanes open by enacting comprehensive MOT and using an innovative median access ramp.
Participation (scope included)	Lane: <i>Lead Contractor</i> – bridges, MOT, roadway widening, concrete paving, asphalt rehabilitation, noisewalls, earthwork, drainage, excavation, guardrail, pavement marking HDR: <i>Major Engineering Subconsultant</i> – bridges, roadway design, MOT, signage, subsurface investigation/lab testing
Key People & Years	none
Reference	SCDOT Leland Colvin colvinld@scdot.org 803-737-7900
I-85 Yadkin River Bridge DB – Rowan and Davidson Counties, NC – I-2304AC (2010-2014)	
Description	\$136 million Replacement of two-lane interstate bridge over the Yadkin River with dual four-lane structures, widening I-85 from four to eight lanes, and replacement of seven other bridges. Innovative use of a single trestle between the bridges reduced the anticipated construction schedule by 9 months and avoided disruption of wetlands.
Participation (scope included)	Lane: <i>Contractor JV</i> – bridges, MOT, roadway widening, concrete paving; earthwork, drainage, excavation, guardrail, pavement marking, railroad coordination, utility relations HDR: <i>Major Engineering Subconsultant</i> – roadway design, MOT, signage, pavement markings, hydraulic design
Key People & Years	Andy Abernathy (2010-2012)
Reference	NCDOT Teresa Bruton, PE tbruton@ncdot.gov 919-707-6610
I-85 Widening Cabarrus DB – Cabarrus County, NC – I-3803B (2010-2015)	
Description	\$148 million Widening of seven miles of I-85 from four to eight lanes using an innovative temporary median access bridge to access the site, allowing safe removal of 40,000 hauling loads without interfering with interstate traffic (100,000 ADT).
Participation (scope included)	Lane: <i>Lead Contractor</i> – bridges, MOT, erosion control, concrete paving, ROW, soil stabilization, utility coordination HDR: <i>Lead Designer</i> – bridges, roadway, hydraulic, and geotechnical design; utility coordination, ROW, traffic control, permitting, design management of subconsultants
Key People & Years	Chris Magro (2011-2014) Andy Abernathy (2010-2013)
Reference	NCDOT Christopher Fine, PE cfine@ncdot.gov 704-983-4380
I-85 Widening Cabarrus & Rowan DB – Cabarrus & Rowan Counties, NC – I-3802B / I-3610 / B-5365 (2016-2020)	
Description	\$140 million Widening of six miles of I-85 from four to eight lanes, including improvement of two complex interchanges, using a median access ramp from an existing bridge to mitigate impacts to interstate traffic.
Participation (scope included)	Lane: <i>Lead Contractor</i> – bridges, MOT, erosion control, concrete paving, ROW, soil stabilization, utility coordination HDR: <i>Lead Designer</i> – bridges, roadway, hydraulic, and geotechnical design; utility coordination, ROW, traffic control, permitting, design management of subconsultants
Key People & Years	Chris Magro (2016-2018) Andy Abernathy (2015-2020)
Reference	NCDOT Kelly Seitz, PE kseitz@ncdot.gov 704-630-3220

3.3.2 Critical Risks: Understanding project risks and providing strategies to effectively mitigate them, while maximizing opportunity, is vital to project success. Our team members are highly adept in developing and executing plans to identify, prioritize, and manage risk. We will apply our collective DB expertise so these risk items are effectively mitigated to successfully deliver this important project on time, under budget, and focused on quality and safety. Critical risks are described in the table on the following page, followed by our expectations of SCDOT involvement.



Risk/Impact to Project		Mitigation Strategies		SCDOT Involvement			
		CC	AA	TRA	TI		
I Critical Risk – In-Water & Over-Water Construction/Demolition Limitations							
<ul style="list-style-type: none">• Varying water level due to upstream dam operation• Water depth may not always be adequate to float barges• Potential seasonal moratorium for in-water work due to Shortnose sturgeon	<ul style="list-style-type: none">» Coordinate with upstream dam operators (water release schedule), <i>similar to how Lane coordinated with Duke Energy on the US 21 project in Rock Hill, SC and with Dominion on the Broad River project in Columbia, SC</i>» Use USGS water gauge for current/historic water level variables» Evaluate use of trestle versus barges» Set drilled shaft casing elevation above fluctuating water levels to mitigate submerged casing that could delay construction» Minimize bents during design to reduce in-water work» Plan in-water work outside of potential sturgeon moratorium, with CPM float to accommodate any unforeseen delays» Investigate mitigation strategies to allow alternative construction techniques that could enhance the project schedule while limiting environmental impacts	✓	✓				
II Critical Risk – Limited Site Access							
<ul style="list-style-type: none">• Work in the median (main bridge)• Access to site for under-bridge work (rehabilitation and replacement)• Staging area for bridge rehabilitation• Schedule impacts due to limited access	<ul style="list-style-type: none">» Evaluate proposing expanded lane closure windows based on historic and real-time traffic data for specific timeframes» Analyze through design the vehicle acceleration specifications for ingress/egress to the median» Evaluate acquiring rights from adjacent land owners to access project site along the river	✓	✓	✓			
III Critical Risk – Maintenance of Traffic							
<ul style="list-style-type: none">• Work zone construction access• Multiple traffic shifts• Uniformed public	<ul style="list-style-type: none">» Develop and implement a MOT plan that minimizes lane shifts and maximizes construction efficiency throughout the project» Identify strategic crane placement to minimize crane movement» Coordinate material deliveries during non-peak hours» Assist SCDOT with traffic coordination and pubic information	✓	✓	✓	✓		
IV Critical Risk – Geotechnical Seismic Hazards							
<ul style="list-style-type: none">• Poor materials within existing roadway embankment• Seismic-induced soil shear strength loss (SSL)• Seismic-induced down drag loadings• Influence of seismic slope stability on end bents	<ul style="list-style-type: none">» Evaluate and implement SSL mitigation techniques at bridge end bents which are favorable for application within existing embankments – more common ground improvements beneath the embankment footprint may not be conducive to this site» Capitalize on HDR experience incorporating structural components into SSL mitigation strategies in accordance with methodologies outlined in the new Geotechnical Design Manual	✓	✓	✓			
IV Critical Risk – Market Conditions							
<ul style="list-style-type: none">• Material availability• Labor availability• Market-driven cost escalation	<ul style="list-style-type: none">» Investigate alignment alternatives to allow bridge to be constructed in the final configuration to reduce material requirements» Leverage Lane's Global Supply Chain Group, provide guidance for optimum material procurement timing and identify material supply streams available from multiple supplier options for each material.» Early procurement of materials and potential storage to reduce availability/cost challenges» Transition Lane’s current available workforce from SCDOT I-85 Cherokee to this project, along with skilled crews from nearby NC projects that will be completed by start of construction» Leverage SCDOT’s separate NEPA document for the overflow bridge rehabilitation to start work earlier to mitigate cost escalation and labor challenges for the main bridge replacement» Provide early, comprehensive scheduling information to suppliers to enable a better understanding of material needs and timely delivery	✓		✓			

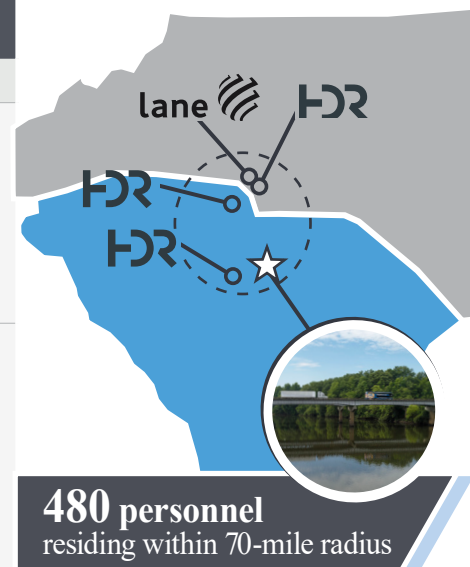
KEY: CC – Coordination/Collaboration | AA – Assessment Analysis | TRA – Timely Reviews & Approvals | TI – Timely Inspections

SCDOT Involvement – We expect SCDOT to be actively involved in the coordination, assessment, analysis, review, and inspection of risk. We anticipate this will include fair, realistic, and timely design and submittal reviews, collaboration with the project team in periodic coordination meetings, and stakeholder support to the project team. Specifically, our expectations from SCDOT (and/or other agencies) to address these risks are generally as follows:

- » Provide access to all available data for nearby traffic counting stations so our team can evaluate opportunities to expand lane closure windows based on monthly/seasonal traffic patterns
- » Use of ProjectWise, in conjunction with Bluebeam or similar software, to streamline the submittal and review processes
- » Prompt notification of any additional information needed to complete a review
- » Support in coordinating with SCDPS relative to our Incident Management Plan
- » Commitment to participation in preliminary page-turn meetings prior to submittal of substantial design packages
- » Clear understanding and adherence to the project design criteria established in the RFP for purposes of reviews and approvals by the SCDOT project team

3.3.3 Project Resources, Strategies, and Execution

Team Capacity/Available Resources			
lane 		HDR 	
3.3.3(a)(b) Implementation of Resources & Self-Performance			
Available Resources	» 600 personnel in the Carolinas » 2,780 staff across 8 offices nationwide » Charlotte, NC office » 507 pieces of equipment are expected to be available from projects finishing in the Carolinas over the next three years (135 in 2022 + 278 in 2023 + 94 in 2024)		» 178 personnel in SC and 513 in NC » 11,000+ staff across 225 offices worldwide » Columbia & Rock Hill, SC offices » Support available from North Charleston, Greenville, and Charlotte, NC offices
Strategies to Implement Available Resources	» Use position as a top Carolinas contractor to recruit local resources » Self-perform all critical path work with the exception of specialty items (65-70% of total construction) » Engage local DBEs and small businesses to promote opportunities and achieve participation goals » Utilize Lane's Global Supply Chain Group to optimize material procurement timing and sourcing		» Self-perform all major design task using staff familiar with SCDOT practices » Utilize staff in SC and NC offices with past bridge/seismic experience to provide support as needed to provide additional expertise and technical review » Leverage relationships with regional DBE firms to supplement team if there are issues with availability of named DBE subconsultants
Self-Perform	» Concrete Bridge Structures » Bridge & Wall » MOT Foundations » Drainage » Pavement Substructure » Fine Grading » Earthwork » Retaining Walls » Sound Wall		» Roadway Design » Bridge Design » Hydraulic Design » Geotechnical Design & Testing » MOT Plans » Environmental Support » Design Management Coordination » PM/Signing » ITS (as needed) » Utility Coordination » ROW Support
Potentially Subcontracted Major Tasks	» Public Information & Relations » Erosion & Sediment Control » Asphalt Paving		» Geotechnical Exploration » Survey & SUE » Environmental Permitting



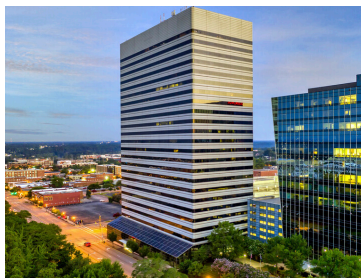
Locations depicted are regional offices available to support the I-20 Over Wateree River Bridges project.

3.3.3(c) Innovative & Unique Approaches to DBE Participation: Lane has been heavily involved 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's events feature project information and opportunities-focused presentations, networking, and roundtable 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 I-20 Over Wateree River Bridges project. Our proactive efforts include the early addition of three DBE firms: Robbins & Dewitt, Mid-Atlantic Drilling, and Cornerstone Surveying. Similar recruitment efforts will continue throughout subsequent procurement phases.

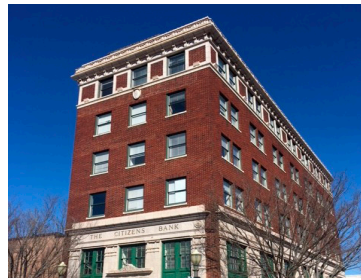
3.3.3(d) Geographic Location: As depicted in the graphic on Page 6, the offices supporting the I-20 Over Wateree River Bridges project are located within an hour drive of the project site. Staff from these offices have teamed together and collaborated on prior projects. The physical proximity of our offices to each other, SCDOT headquarters, and the project site have allowed Lane and HDR to integrate our teams to enhance communication, issue resolution, and project execution. Each of our Key Personnel live within commuting distance to the project site and are readily available to support this project through regularly scheduled in-person and remote meetings, and on-site field visits. Upon award of the project, Lane will establish a local project office that will serve our operations and continue to allow effective design collaboration.



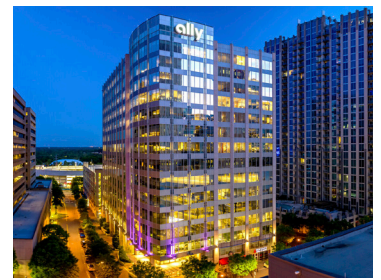
Lane – Charlotte
(65 miles from site)



HDR – Columbia
(28 miles from site)



HDR – Rock Hill
(47 miles from site)



HDR – Charlotte
(68 miles from site)

3.4 EXPERIENCE OF KEY INDIVIDUALS

3.4.1 Licensure: All team members and firms hold the SCDOT-required licensure to perform the work. All design reports, plans, and foundation designs will be signed and sealed by an unrestricted South Carolina Registered Professional Engineer.

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

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

3.4.4 Project Management Team:

The project management team has significant DB contracting experience with proficiency in overseeing the design and construction phases of the I-20 Over Wateree River Bridges project.

3.4.4(a) Project Manager:



Eric Pruemer, PE Project Manager

23 years experience | 11 years in construction leadership roles

- » Management roles on complex projects for 11 years, including construction of long interstate bridges over sensitive rivers
- » Delivered 100% of projects on time
- » 4 consecutive projects delivered without a lost time accident
- » Multiple award-winning bridges over water & interstate bridges

ERIC'S BRIDGE EXPERIENCE

Eric has successfully delivered 47 bridges, **five of which are over significant bodies of water**, including the Brazos River Bridges in Texas (pictured) and the 21-span A. Max Brewer Bridge and 24-span Wonderwood Connector Bridge, both over the Intercoastal Waterway in Florida.



Serving as the Project Manager, Eric Pruemer, will be responsible for delivery of the project in accordance with the contract requirements. He will have the authority to make final decisions on behalf of Lane and communicate directly with SCDOT. Eric will serve as the primary contact with SCDOT. Located on-site during construction, he will attend and lead weekly status meetings during the design and construction phases and at SCDOT's request. He will be assigned solely to this project and will not have responsibilities to other projects. With 23 years of experience and expertise, Eric has managed highway transportation projects of similar scope, magnitude, and complexity. *Eric is currently serving as the Sr. Project Manager for the SCDOT I-85 Widening DB, Phase 3 Cherokee project. In this role, he has worked directly with key personnel member Chris Magro and other Lane construction support staff who will be considered for this project.* Further details are provided in his resume in [Appendix A](#).

3.4.5 Design Engineering Team: The design engineering team has the experience and expertise in all phases of roadway and bridge structure design required to successfully deliver the I-20 Over Wateree River Bridges project. Our team has selected to assign different personnel to the two key design roles to focus on their project responsibilities.

3.4.5(a) Lead Design Engineer:



Greg Schuch, PE Lead Design Engineer

25 years experience | 15 years managing highway design

- » Leadership role and/or bridge engineer of record for more than 50 SC bridges, including 12 similar large water crossings
- » 20+-year history working on SCDOT design-build projects
- » Extensive interstate widening and bridge replacement experience

Serving as the Lead Design Engineer, Greg Schuch, PE, will be responsible for all aspects of project design under the oversight of the Project Manager. During the design phase, he will be dedicated to this project, attend all project meetings, and be available to SCDOT as needed. Greg has 15 years of experience and expertise in leading the design of highway and

bridge projects of similar scope, magnitude, and complexity, and is a Professional Engineer in the State of South Carolina. *Greg served as the Lead Design Engineer for SCDOT's US-701 and SC-41 DB Bridge Replacement projects, and prior to that, led the bridge design for large river crossings US-601 over Congaree River and US-378 over Great Pee Dee River. He has served SCDOT as an owner's advisor/Design Lead for more than 10 DB projects such as Carolina Crossroads, Volvo Interchange, I-85/I-385 Interchange, and I-85 Widening Phase 3.* Further details are provided in his resume in [Appendix A](#).

3.4.5(a) Structural Engineer:



Andy Abernathy, PE Structural Engineer

18 years experience | 12 years managing bridge design

- » Successfully completed 8 DB projects as Structural Lead or Structures Engineer, including 6 with Lane
- » 18-year history working on design-build project
- » Served as Engineer of Record for 8 bridges over water

Serving as the Structural Engineer, Andy Abernathy, PE, will be responsible for all aspects of project design under the oversight of the Lead Design Engineer. During the design phase, he will be dedicated to this project, attend all project meetings, and be available to SCDOT as needed. Greg has 12

years of experience and expertise in the design of bridge and roadway structures of similar scope, magnitude, and complexity, and is a Professional Engineer in the State of South Carolina. *Andy successfully served as the Structural Engineer for several NCDOT projects with Lane, the SC 707 Widening and Bridges over Collins Creek and Mills Creek project, and the US 78 Bridge Replacement over Edisto River. This is the same role he will perform on the I-20 Over Wateree River Bridges project. He has worked directly with Lane on similar projects throughout the Carolinas, including work with key personnel member Chris Magro on the I-85 Widening Cabarrus and Rowan Counties in North Carolina.* Further details are provided in his resume in [Appendix A](#).

3.4.6 Construction Management Team: The construction management team has the necessary leadership, local knowledge, and experience required to safely deliver the I-20 Over Wateree River Bridges project on time.

3.4.6(a) Construction Manager:



Chris Magro Construction Manager

18 years experience | 15 years highway/bridge construction

- » Successfully delivered five interstate projects
- » Delivered 100% of projects on time
- » Implemented employee-based safety programs on every project
- » Safety, environmental, and quality success

Serving as the Construction Manager, Christian 'Chris' Magro will be responsible for managing all aspects of construction under the oversight of the Project Manager. For the duration of construction, he will be dedicated solely to this project, with no other assigned project responsibilities. He will not

be utilized on any other project, and will be on-site during all construction activities. Chris has more than 20 years of experience and expertise in the construction of highway transportation projects of similar scope, magnitude, and complexity. *Chris served as the Construction Manager for the SCDOT I-85 Widening Design-Build, Phase 3 Cherokee County project. In this role, he has worked directly with Lane staff including key personnel member Eric Pruemer and multiple construction support staff who will be considered for this project.* Further details are provided in his resume in [Appendix A](#).

3.5 PAST PERFORMANCE OF THE TEAM

3.5.1 Experience of Proposer’s Team:

Work History Forms are included in [Appendix B](#).

3.5.2 Quality of Past Performance:

Responses to the quality of past performance for the past five years are shown at right, with applicable Work History Form sections provided 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.

Quality of Past Performance for the Past 5 Years		Lane	HDR
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	n/a
3.5.2(d)	Has the Lead Contractor been cited by OSHA for violations deemed serious, willful, or repeated?	Yes	n/a
3.5.2(e)	Have any projects under contract with the Lead Contractor or any member of the joint venture been subject to remediation actions, stop work orders, or project delays in excess of 30 days as a result of Section 404/Section 401 permit violations?	No	n/a
3.5.2(f)	Has an owner, a Lead Contractor, or any member of a joint venture pursued compensation from the Lead Designer due to errors and omissions?	n/a	No
3.5.2(g)	Has the Lead Designer filed legal proceedings against the Lead Contractor, or vice versa, on a design-build contract?	No	No

3.6 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: A surety letter from Lane's bonding firm is provided in [Appendix D](#).

3.6.3 Organizational Agreements: Not applicable.

3.7 ORGANIZATIONAL CONFLICTS OF INTEREST

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

3.8 SCDOT PREQUALIFICATION CERTIFICATION


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

APPENDIX A

Key Individual Resumes



KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
<p>a. Name & Title: Eric Charles Pruemer, PE Senior Project Manager</p>	
<p>b. Role of Key Individual for this Project: Project Manager</p>	
<p>c. Name of Firm with which you are now associated: The Lane Construction Corporation</p>	
<p>d. Years of Experience: With this Firm <u>23</u> Years With Other Firms <u>0</u> Years The Lane Construction Corporation:</p> <ul style="list-style-type: none"> Senior Project Manager – Responsible for leading management team and facilitation of all aspects of projects from start to finish, including daily operations, planning, and subcontractor management. (2019 – present) Project Manager – Responsible for managing operational efforts on roadway and bridge projects in Lane’s Southeast region (2011–2018) Senior Project Engineer/Project Engineer – Responsible for Engineering and Surveying staff including responsibilities of project schedule development and monthly maintenance, budgeting, design coordination, and owner communication on roadway and bridge projects in Lane’s Southeast region. (2004–2011) 	
<p>e. Education: Montana State University / Bozeman, MT / Bachelor of Science / 1999 / Civil Engineering</p>	
<p>f. Active Registrations: 2009 / Florida / Professional Engineer / 69222</p>	
<p>g. Document the extent and depth of your experience and qualifications relevant to the Project.</p> <p>1. <u>SCDOT, I-85 Widening Phase 3 DB, Cherokee County, SC</u></p> <p>Key Personnel Role: Senior Project Manager Experience with Current Firm: Yes Project/Assignment Duration: Project 2018–2023 (est. Substantial Completion), Assigned 2019–Present Owner Contact Information: SCDOT, Shane Parris, PE, parrissl@scdot.org, (864) 490-0466 Design/Construction Value: \$181 million Project Description: This design-build project includes the widening of 8.4 miles of I-85 from four to six lanes from the Broad River to the South Carolina-North Carolina state line, as well as improvements to existing interchanges and frontage roads. Five bridges require full replacement, including two staged construction bridges and 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. Eric oversees all construction operations and coordinates with the designer, SCDOT, superintendents, and work crews. He is responsible for equipment and scheduling, tracking man-hours, purchasing, and change order pricing. He serves as Lane’s lead on-site supervisor for this SCDOT project.</p> <p>2. <u>TxDOT, Brazos River Bridges & I-35 Reconstruction Bid-Build, Waco, TX</u></p> <p>Key Personnel Role: Project Manager Experience with Current Firm: Yes Project/Assignment Duration: Project 2011–2017, Assigned 2011–2017 Owner Contact Information: TxDOT, Stanely Swiatek, PE, Stan.Swiatek@txdot.gov, (254) 267-2700 Design/Construction Value: \$212 million Project Description: The award-winning Brazos River bridges were a significant part of the IH-35 Improvements project completed by Lane, which included 10 miles of interstate reconstruction. This award-winning project required careful MOT planning and execution to construct the bridges alongside an active interstate, above a navigable waterway, and adjacent to a newly constructed 55,000-seat football stadium at Baylor University. Due in part to Eric’s leadership and focus on getting ahead of the schedule, the project was completed four months ahead of schedule, prior to Baylor’s football season to allow for a grand opening celebration for their new stadium. The signature bridge structures over the Brazos River serve as a main artery for pedestrian and vehicular traffic for the Baylor University football stadium. These twin 620-foot-long extradosed cable-stayed bridges were</p>	

Texas and only the second in the U.S. to use a steel superstructure with an extradosed design. The extradosed bridge system is a hybrid design between a girder and cable-stayed bridge. Each bridge carries three traffic lanes, a 10.5-foot-wide sidewalk, and includes scenic overlooks incorporated into the pylons.

3. FDOT, A. Max Brewer Bridge Replacement DB, Titusville, FL

Key Personnel Role: Senior Project Engineer

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2009–2011, Assigned 2009–2010

Owner Contact Information: FDOT, Steve Wigle, PE, steve.wigle@wsp.com, (407) 509-8541

Design/Construction Value: \$45 million

Project Description: This **award-winning design-build project constructed a 3,207-linear-foot bridge with 21 spans utilizing 78-inch bulb tees over the Intracoastal Waterway**. The main span of the bridge consists of a 561-foot, 3-span spliced girder configuration. The substructure is supported by concrete piles ranging in size from 24 to 36 inches; some piles were in excess of 200 linear feet. All piles over 30 feet were spliced. Each end of the project features full depth roadway construction and realignment. Eric coordinated with the designer for the timely submittal of deliverables for owner approval. He oversaw daily construction activities for the engineering and survey staff. Additional responsibilities included: development of the baseline project schedule and monthly maintenance, budgeting and financial reporting, serving as the primary contact for design coordination and daily communication with the Owner's representatives, change order negotiation, resolution of RFIs with the design firm and owner, and purchasing including contract negotiation, shop drawings, and subcontractors and suppliers.

4. FDOT, I-4 Bridge over Reedy Creek DB, Orange County, FL

Key Personnel Role: Senior Project Engineer

Project/Assignment Duration: Project 2010–2011, Assigned 2010–2011

Owner Contact Information: FDOT, Armando Perez, armando.perez@cardnotbe.com, (407) 947-2048

Design/Construction Value: \$4.3 million

Project Description: This FDOT project provided scour countermeasures for the two existing I-4 bridges over Reedy Creek. Work included the installation of helper bents that consisted of 30-inch pipe piling and 78-inch bulb tees for all intermediate bents of the existing bridges. Eric oversaw daily construction activities including field staff assignments, equipment, project schedule maintenance and development, design coordination, and purchasing. He served as Lane's only supervisor on the project.

5. TxDOT, I-35 Widening Bid-Build, San Antonio, TX

Key Personnel Role: Project Manager

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2013–2018, Assigned 2016–2018

Owner Contact Information: TxDOT, Eddie Reyes, PE, Eddie.Reyes@txdot.gov, (210) 422-0767

Design/Construction Value: \$61 million


Project Description:

This TxDOT project expanded 5 miles of I-35 from a 6-lane to an 8-lane roadway with relocated ramps and a realignment of the I-410S direct connect bridge in San Antonio, TX. Oversaw all construction activities. Eric oversaw all construction operations and coordinated with the owner, superintendents, and crews. He was responsible for equipment and scheduling, tracking man-hours, media inquiries, purchasing, and change order pricing. Eric priced and negotiated over \$14 million in new work added to this project by TxDOT while minimizing impacts to project completion by accelerating the work and modifying the traffic phasing. He served as Lane's lead on-site supervisor on the project.

- 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.

Eric is currently assigned to the I-85 Widening Phase 3 project in Cherokee County, SC, until substantial completion in September 2022. Eric will be fully available to serve on this project.

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a. Name & Title: Greg Michael Schuch, PE, Senior Project Manager/Associate Vice President	
b. Role of Key Individual for this Project: Lead Design Engineer	
c. Name of Firm with which you are now associated: HDR Engineering, Inc. of the Carolinas	
d. Years of Experience: With this Firm <u>25</u> Years With Other Firms <u>0</u> Years HDR Engineering, Inc. of the Carolinas (Florence & Hutcheson/ICA Engineering): <ul style="list-style-type: none"> • Senior Project Manager/Technical Advisor – Responsible for management of larger, more complex project assignments and advising project managers and senior design personnel, 2015 – present • Project Manager/SC Bridge Leader – Responsible for management of various design-build and traditional transportation projects and oversight of statewide bridge staff and projects, 2008 – 2015 • Bridge/Structural Engineer – Responsible for overall bridge designs, oversight of design activities and plan preparation and overall bridge quality control, 2002 – 2008 • Bridge Designer – Responsible for performing bridge design calculations and plan preparation/checking, 1997-2002 	
e. Education: University of South Carolina/ Columbia, SC / Bachelor of Science / 1997 / Civil Engineering	
f. Active Registrations: 2002 / South Carolina / Professional Engineer / 21637 2003 / North Carolina / Professional Engineer / 28747 2004 / Georgia / Professional Engineer / 29361	
g. Document the extent and depth of your experience and qualifications relevant to the Project. <u>SCDOT, US 701 Bridge Replacements over the Great Pee Dee River DB, Georgetown/Horry Counties, SC</u> Key Personnel Role: Lead Design Engineer Experience with Current Firm: Yes Project/Assignment Duration: Project 2015-2019, Assigned 2015-2019 Owner Contact Information: SCDOT, Jae Mattox, PE, mattoxjh@scdot.org, (803) 737-1805 Design/Construction Value: \$48 Million Project Description: Served as Lead Design Engineer and bridge engineer of record for this design-build project which replaced three bridges and roadway along an offset alignment across the 1.5 mile floodplain. The three replacement bridges measured 1,485 feet, 1,620 feet, and 1,350 feet in length with the bridge over the Great Pee Dee River providing 40 feet of vertical clearance. HDR's scope included bridge design, geotechnical design for bridge foundations, roadway design, hydraulic/stormwater design, environmental permitting, and work zone traffic control plans and management of subconsultants who provided geotechnical investigation/testing, geotechnical roadway design, field surveys, utility coordination, public involvement, and ROW acquisition.	
<u>SCDOT, SC 41 Bridge Replacement over the Wando River, Charleston/Berkeley Counties, SC</u> Key Personnel Role: Lead Design Engineer Experience with Current Firm: Yes Project/Assignment Duration: Project 2014-2018, Assigned 2014-2018 Owner Contact Information: SCDOT, Daniel Burton, PE, BurtonD@scdot.org, (843) 972-6200 Design/Construction Value: \$31 Million Project Description: Served as Lead Design Engineer and bridge engineer of record for this design-build project which replaced the existing swing span bridge with a fixed span bridge with a 55-foot vertical clearance. Scope included relocation of approach roadway and bridge replacement as well as all associated geotechnical investigation and design, hydraulic analysis, environmental permitting, NEPA re-evaluation, utility coordination, ROW acquisition, and construction phase services. The project involved rather complex utility relocations and difficult ROW acquisitions which included commercial businesses, future development sites, and a gas station. Greg led the design team to develop a design which greatly reduced ROW, utility, and environmental impacts compared to the preliminary design included in the NEPA document.	

SCDOT, I-85 Bridge Replacements over Norfolk Southern Railroad (NSRR), Cherokee County, SC**Key Personnel Role:** HDR Project Manager**Experience with Current Firm:** Yes**Project/Assignment Duration:** Project 2016-2019, Assigned 2016-2019**Owner Contact Information:** SCDOT, John Caver, PE, caverja@scdot.org, (803) 737-1441**Design/Construction Value:** \$48 Million**Project Description:**

This bridge was part of SCDOT's Design-Build Bridge Package "E" which included the replacement of 12 bridges. Greg served as HDR's project manager for services associated with multiple bridge sites and for HDR's turn-key delivery of all design services for the bridge over NSRR. Greg led the design team to develop a bridge replacement solution and was the bridge engineer of record for the NSRR bridge. An unconventional maintenance of traffic plan was implemented to allow for these two mainline bridges to be replaced in only two stages of construction and avoided time consuming and risky initial earthwork operation in the existing narrow interstate median. The replacement bridge was a single span structural steel plate girder bridge with MSE wall abutments.

SCDOT, Palmetto Parkway Phase II DB, Aiken County, SC**Key Personnel Role:** Co-Project Manager**Experience with Current Firm:** Yes**Project/Assignment Duration:** Project 2006-2010, Assigned 2006-2010**Owner Contact Information:** SCDOT, Leland Colvin, PE, colvinld@scdot.org, (803) 737-7900**Design/Construction Value:** \$152 Million

Project Description: Served as project manager for HDR's design responsibilities on this major **design-build** project including roadway design, drainage, signing and pavement markings, and erosion control for over twenty-four miles of roadway and bridge design for four bridges. Project included 5.5 miles of new location interstate, construction of 4 interchanges, over 18 miles of ramps and side roads/frontage roads. The new interstate highway ties to I-20 and the project involved widening of I-20 to accommodate ramps and reconstruction of the existing US-25 interchange. The US-25 interchange was converted from a partial cloverleaf to a diamond interchange with ramps and frontage roads reconstructed to accommodate the new interchanges. Greg coordinated all aspects of the design with the other members of the design-build team and with SCDOT/FHWA personnel on this \$152 million design/build project. Greg also served as the engineer of record for the four bridges designed by HDR for this project.


SCDOT, I-85/I-385 Interchange DB, Greenville County, SC**Key Personnel Role:** Project Manager**Experience with Current Firm:** Yes**Project/Assignment Duration:** Project 2008-2020, Assigned 2008-2018**Owner Contact Information:** SCDOT, David Hebert, PE, HebertDL@scdot.org, (864) 241-1010**Design/Construction Value:** \$270 Million

Project Description: Greg served as project manager for the development of this \$270 million interchange reconstruction project in advance of the **design-build** procurement. The project development scope included preliminary design, traffic studies, NEPA documentation (Environmental Assessment/FONSI), Interchange Modification Report, and responses to the Value Engineering study. This complex and very technical project included coordination with several local stakeholders, elected officials, and municipal representatives, along with the public involvement required by NEPA. The project was complicated by the urban nature of the area and the very close proximity of interchanges in all directions. The IMR had to evaluate the impacts of the interchange design on the adjacent interchanges as well as local roads, including a very busy urban corridor of Woodruff Road. The project also involved assisting SCDOT with the development of the Request for Proposals for the design-build procurement, assistance during the procurement process, and design review. Greg worked along side SCDOT personnel in the development of the project's RFP and as an advisor during the procurement process. After the award of the project to the design-build firm, Greg provided oversight of HDR staff during the design reviews.

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

N/A

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Charles “Andy” Andrew Abernathy, PE, South Atlantic Area Structures Lead
	
b.	Role of Key Individual for this Project: Structural Engineer
c.	Name of Firm with which you are now associated: HDR Engineering, Inc. of the Carolinas
d.	Years of Experience: With this Firm <u>18</u> Years With Other Firms <u>0</u> Years HDR Engineering, Inc. of the Carolinas: <ul style="list-style-type: none"> South Atlantic Area Structures Lead – Responsible for bridges and structures operations and project delivery in South Carolina, North Carolina, and Georgia, 2004 – 2022
e.	Education: <ul style="list-style-type: none"> North Carolina State University / Raleigh, NC / Master of Civil Engineering^{A71} / 2004 / Civil Engineering – Structures and Mechanics North Carolina State University / Raleigh, NC / Bachelor of Science / 2002 / Civil Engineering
f.	Active Registrations: 2015 / South Carolina / Professional Engineer - Civil / 32995 2008 / North Carolina / Professional Engineer - Civil / 033723 2015 / Georgia / Professional Engineer - Civil / 040341 2016 / Virginia / Professional Engineer - Civil / 0402056988
g.	Document the extent and depth of your experience and qualifications relevant to the Project. <u>NCDOT, U-2719/U-4437 I-440 Widening and Reconstruction, DB, Wake County, NC</u> Key Personnel Role: Structures Project Lead Experience with Current Firm: HDR (Design), Lane (Contractor) Project/Assignment Duration: Project 2018 - Current, Assigned 2018 - Current Owner Contact Information: NCDOT, Teresa Bruton, tbruton@ncdot.gov, (919) 707-6610 Design/Construction Value: \$346 Million Project Description: HDR is responsible for the design of the full pavement replacement, widening the existing four-lane facility to six-lanes along I-440 and providing a grade separation at the Hillsborough Street/Blue Ridge Road intersection. Several unique and challenging aspects of this project include a bifurcated (Split three-level) interchange at Wade Avenue, a Diverging Diamond interchange at Western Boulevard and the construction of five major structures along the North Carolina Railroad Corridor running parallel to Hillsborough Street. HDR partnered with Lane as the prime contractor. As Structures Project Lead, Andy is leading the design and delivery of fourteen bridges, two culverts, multiple retaining walls and noise walls. <u>NCDOT, I-3802B I-85 Widening DB, Cabarrus and Rowan Counties, NC</u> Key Personnel Role: Structures Project Lead Experience with Current Firm: HDR (Design), Lane (Contractor) Project/Assignment Duration: Project 2015 - 2020, Assigned 2015 - 2019 Owner Contact Information: NCDOT, Teresa Bruton, tbruton@ncdot.gov, (919) 707-6610 Design/Construction Value: \$140 Million Project Description: HDR served as Lead Designer for the project that widened 5.9 miles of the congested interstate to an eight-lane facility, reconstructed the existing travel lanes, replaced bridges, and modified interchanges as designated in Cabarrus and Rowan counties. The US 29/NC 152 interchange was redesigned to increase traffic capacity, reduce delays and to accommodate the removal of the US 29/US 601 Connector with I-85. Redesigning NC 152/I-85 interchange has allowed for better access from US 29 to I-85. HDR led the structure design, roadway design, hydraulics, traffic control, signing/stripping, erosion control, geotechnical, public involvement, permitting, and ROW. HDR partnered with Lane as the prime contractor. As Structures Project Lead, Andy was responsible for the design and delivery of eight bridges and three culverts.

NCDOT, I-3803B I-85 Widening DB, Cabarrus County, NC

Key Personnel Role: Structures Site Lead
Experience with Current Firm: HDR (Design), Lane (Contractor)
Project/Assignment Duration: Project 2010 - 2013, Assigned – 2010 - 2013
Owner Contact Information: NCDOT, Teresa Bruton, tbruton@ncdot.gov, (919) 707-6610
Design/Construction Value: \$148 Million

Project Description:

This project included reconstructing and widening the existing four-lane divided roadway to an eight-lane divided facility with concrete pavement for approximately 7 miles. This project also included the design of two diverging diamond interchanges (DDIs) at major Y lines. The DDIs effectively extended the functional life of these interchanges by 10 years. These DDIs were among the first designed in NC. With the high volumes of traffic we developed a plan to build a temporary bridge to allow access to the median without impacting traffic through the project with on road hauls. The project required the complete replacement of all existing concrete pavement. Traffic was generally phased into two steps, median work then shift traffic and complete the outside. Bridge construction was phased to accommodate this plan. This involved keeping existing bent caps through phase one so existing bridges could be maintained through this phase.

SCDOT, SC 707 Widening and Bridges over Collins Creek and Mills Creek, Horry and Georgetown Counties, SC

Key Personnel Role: Structures Engineer
Experience with Current Firm: HDR (Design)
Project/Assignment Duration: Project 2008 - 2019, Assigned 2008 - 2015
Owner Contact Information: SCDOT, Lead Quattlebaum, Quattleblb@scdot.org, (803) 737-1751
Design/Construction Value: \$476,000

Project Description:

This project widened SC 707 for 9.2 miles from south of Enterprise Road in Horry County to US 17 in Georgetown County. The existing two-lane section was transformed into a five-lane curb and gutter section with a center turn lane. HDR performed preliminary and final design for two separate structures – a three-span, 90-foot concrete flat slab bridge over Mill Creek and a three-span, 120-foot long concrete flat slab bridge over Collins Creek. Both structures are supported by pile bents on 20-inch square prestressed concrete piles with h-pile stingers. The bridges were designed to be constructed in phases while maintaining traffic along the existing alignment. Due to the project's impact to the community, a noise analysis was conducted which necessitated two miles of noise wall design and construction. HDR also completed an EA/FONSI with a project-specific public involvement program.

SCDOT, US 78 Bridge Replacement over Edisto River, Orangeburg and Bamberg Counties, SC


Key Personnel Role: Structures Engineer
Experience with Current Firm: HDR (Design)
Project/Assignment Duration: Project 2009 - 2011, Assigned 2009 - 2011
Owner Contact Information: SCDOT, Terry Koon, PE, koonte@scdot.com, (803) 737-1420
Design/Construction Value: \$595

Project Description:

US 78 Bridge Replacement over Edisto River HDR designed the replacement bridge for the 1200-foot crossing over the Edisto River. The project also replaced two additional flat slab overflow bridges. HDR performed permitting, planning, and design services for the new prestressed concrete girder bridge over water supported by multi-column bents on drilled shafts. Due to the unique alignment of the river relative to the structure, fill slopes were steepened and flat bottom buffers were created where existing roadway fill was removed to limit wetland impacts and facilitate on-site mitigation areas. The process cut wetland impacts from the anticipated six acres to two acres. Extensive three-dimensional hydraulic analysis and scour protection measures were incorporated into the design.

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

KEY INDIVIDUAL RESUME FORM

Brief Resume of Key Individual anticipated for the Project.	
a.	Name & Title: Christian “Chris” Francis Magro 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 <u>18</u> Years With Other Firms <u>1</u> Years The Lane Construction Corporation <ul style="list-style-type: none"> Construction Manager – Responsible for leading superintendents and overseeing daily field work operations, work planning, and managing subcontractors. (2019 – present) Superintendent – Responsible for managing roadway field operations and overseeing subcontractor work progress. (2014 – 2018) Assistant Superintendent – Responsible for assisting the superintendent with management of roadway field operations and oversight of subcontractor work progress. (2010 – 2014) Foreman – Responsible for leading and coordinating field crews. (2004 – 2009) Precision Construction Services <ul style="list-style-type: none"> Foreman – Responsible for leading and coordinating field crews. (2003 – 2004) United States Army <ul style="list-style-type: none"> Sergeant – Engineering support for combat armored vehicles. (1996 – 2003)
e.	Education: Name & Location of Institution(s)/Degree(s)/Year(s)/Specialization(s): United States Army, Olean, NY / Sergeant / 2003 Olean Senior High School, Olean, NY / BOCES Vo-Tech Center Conservation and Heavy Equipment Operations / 1992
f.	Active Registrations: Year First Registered/State/Discipline/All Active Registration #s: N/A
g.	Document the extent and depth of your experience and qualifications relevant to the Project. 1. <u>SCDOT, I-85 Widening Phase 3 DB, Cherokee County, SC</u> Key Personnel Role: Construction Manager Experience with Current Firm: Yes Project/Assignment Duration: Project 2016-2021, Assigned 2019-present Owner Contact Information: SCDOT, Shane Parris, PE, (864) 490-0466, parrissl@scdot.org Design/Construction Value: \$181,700,000 (contract value) Project Description: This design-build project includes the widening of 8.4 miles of I-85 from four to six lanes from the Broad River to the South Carolina-North Carolina state line, as well as improvements to existing interchanges and frontage roads. Five bridges require full replacement, including two staged construction bridges and 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. As the Construction Manager, Chris maintains full responsibility for all construction activities on the project. He is responsible for coordination with SCDOT, providing oversight for all work on the site, company-level tracking of crew and subcontractor production and construction progress. He ensures safety and consistency by conducting training, mentoring, and site/system orientations.
	2. <u>NCDOT, I-3802B I-85 Widening DB, Cabarrus and Rowan Counties, NC</u> Key Personnel Role: Superintendent Experience with Current Firm: Lane (Contractor) & HDR (Designer) Project/Assignment Duration: Project 2016-2020, Assigned 2016-2018 Owner Contact Information: NCDOT, David Hering, PE, (984) 920-8901, dthering@ncdot.gov

Design/Construction Value: \$160,325,000 (contract value)

Project Description: This design-build project widened 5.9 miles of congested interstate to an eight-lane divided facility, reconstructed the existing travel lanes, replaced bridges, and modified interchanges from north of Lane Street (Exit 63) to north of the US 29 / US 601 Connector. The US 29/NC 152 interchange was redesigned to increase traffic capacity, reduce delays and to accommodate the removal of the US 29/US 601 Connector with I-85. Redesigning NC 152/I-85 interchange has allowed for better access from US 29 to I-85. As the Project Superintendent, Chris maintained full responsibility for all construction activities on the project. He was responsible for coordination with NCDOT, providing oversight for all work on the site, company-level tracking of crew and subcontractor production and construction progress. He ensured safety and consistency by conducting training, mentoring, and site/system orientations.

3. NCDOT, I-3803 I-85 Widening DB, Cabarrus County, NC

Key Personnel Role: Assistant Superintendent

Experience with Current Firm: Lane (Contractor) & HDR (Designer)

Project/Assignment Duration: Project 2011-2014, Assigned 2011-2014

Owner Contact Information: NCDOT, Christopher Fine, PE, (704) 983-4380, lcfind@ncdot.gov

Design/Construction Value: \$148,000,000 (contract value)

Project Description: This design-build project widened and reconstructed a 4-lane facility in a commercially dense area to an 8-lane divided facility with concrete pavement for 7 miles. This project included the two diverging diamond interchanges (DDIs) over I-85 and superstreets at major side roads, extending the functional life of these interchanges by 10 years. Utility coordination, ROW acquisition, and traffic control were critical aspects of this project. With an ADT over 100,000 and the majority of work in the existing median, an innovative median access ramp was constructed to allow work vehicles access without impeding existing interstate traffic. Lane received the 2013 National Asphalt Pavement Association Asphalt Operations Safety Innovations Award, the 2012 American Road & Transportation Builders Association TransOvation Award, and the 2012 American Road & Transportation Builders Association Roadway Work Zone Safety Awareness Award for this unique access. In his role, Chris oversaw fine grading and earthwork operation. He managed field operations, coordinated among engineers and foreman, and ensured the budget and schedule were met

4. Charlotte Area Transit System (CATS) LYNX Blue Line Extension, Section B & C Civil and Roadway, Charlotte, NC

Key Personnel Role: Superintendent

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2014-2018, Assigned 2014-2016

Owner Contact Information: City of Charlotte, David Smith, PE, (704) 336-4626, dbsmith@charlottenc.gov

Design/Construction Value: \$129,900,000 (contract value)

Project Description: This project extended nine miles of existing LYNX Blue Line light rail from the 7th Street Station in Center City Charlotte to the University of North Carolina at Charlotte campus. The extension included 11 new light rail stations and 3,100 parking spaces at four stations with parking facilities. The project featured 20 at-grade street crossings and 11 grade separation structures over or under roads, railroads, and environmental features. Lane provided civil and roadway work for Segments B and C, which was comprised of heavy civil infrastructure improvements necessary to lay the final 4.8 miles of track, the majority of which runs down the median of Tryon Street, a major thoroughfare in Charlotte. Chris supervised earthwork and subballast work on the project and oversaw foreman and engineers. He maintained the project schedule and ensured work was performed in accordance with the specifications.

5. NCDOT, Langtree Road Intersection, Mooresville, NC

Key Personnel Role: Foreman

Experience with Current Firm: Yes

Project/Assignment Duration: Project 2007-2009, Assigned 2007-2009

Owner Contact Information: NCDOT, reference not available

Design/Construction Value: \$24,000,000 (contract value)

Project Description: This \$24 million project included the construction of a new interchange on I-77 at Langtree Road. The project accommodated new development at Lake Norman and provided access to Lowe's corporate headquarters. The project included the widening of two miles of I-77, replacement of Langtree Road Bridge over I-77, and construction of new service roads and ramps. Chris communicated with NCDOT and subcontractors on pay estimates, coordinated field crews, and assisted the superintendent and project manager.

- 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.




Chris is currently assigned to the NCDOT I-40/I-77 Interchange in Statesville, NC, until estimated substantial completion in June 2023. Chris will be fully available to serve on this project.

APPENDIX B


Work History & 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 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 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	9/2022 (est.)	\$194,182	\$194,182																																				
g. Narrative describing the work performed by Lead Contractor.																																									
<div>Offices Involved: Charlotte, NC Team Member Involvement: The Lane Construction Corporation Key Individual Involvement: <div><div>Eric Pruemmer,</div><div>Chris Magro</div></div></div> <div></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. This project is part of an \$800 million program that SCDOT has planned for the I-85 corridor, and the purpose of this phase is to upgrade interchanges and overpass bridges to meet state and federal design requirements, resurface or reconstruct pavement, and increase capacity. The Lane team proposed innovative solutions to limit environmental impacts, protect existing utility operations, and providing significant cost and schedule savings for SCDOT.</p><div><div>Key Project Relevancies:</div><div><div>• Design-Build Delivery</div><div>• Interstate MOT</div><div>• Bridge/Structure Construction</div></div><div><div>• Environmental Support & Compliance</div><div>• Coordination with Area Stakeholders</div><div>• Median Workzone</div></div></div></div> <tr><td colspan="6">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.</td></tr> <tr><td colspan="6"><p>The Lane team functions on a premise of early recognition to identify issues and potential delays before they can affect construction progression. One such potential issue on this project involved utility relocations. Following initial coordination with the utility stakeholders on this project, the forecasted schedule showed potential disruption. To adapt to this situation, Lane proactively revisited the work sequence and rearranged activities to allow construction to steadily continue as negotiation and coordination with the utility companies continued to resolution. Lane actively seeks the best solutions to maintain our commitment to the construction schedule and project progression. Another example of this involved the Town of Blacksburg, which lacked the appropriate funding to perform their own utility relocations. The Lane team approached SCDOT and negotiated a change order to take responsibility for the Blacksburg relocations and incorporate them into the D-B contract in a way that did not negatively impact the overall schedule. Additionally, right-of-way acquisition was strategically organized during pursuit, along with construction staging, to allow for maximum construction availability in the initial phases of work. The project is currently on schedule for completion.</p></td></tr> <tr><td colspan="6">i. 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In addition, regular owners meetings with SCDOT are held to discuss progress, schedules, and unresolved items. This proactive approach has produced good results in mitigating and resolving issues due to the effective project management leadership of Eric Pruemmer and his team.</p></td></tr> <tr><td colspan="6">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.</td></tr> <tr><td colspan="6">See Appendix C-3.</td></tr>						h. Self-Assessment. 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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: Brazos River Bridges & IH-35 Reconstruction Location: Waco, TX	Name: The Lane Construction Corporation	Name of Owner: TxDOT Project Manager: Stanley Swiatek Phone: 254-867-2701 Email: Stan.Swiatek@TxDOT.gov	12/2016	\$223,790	\$223,790
g. Narrative describing the work performed by Lead Contractor.					
<div>Offices Involved: Fort Worth, TX Team Member Involvement: The Lane Construction Corporation Key Individual Involvement:  Eric Pruemmer</div> <div><p>The award-winning Brazos River bridges were a significant part of the IH-35 Improvements project that Lane completed, which included reconstruction of 10 miles of interstate. The project required careful MOT planning and execution to construct the bridges alongside an active interstate, above a navigable waterway, and adjacent to a newly constructed football stadium at Baylor University. Due in part to Eric’s leadership and focus on getting ahead of the schedule, the project was completed four months early, prior to Baylor’s football season to allow for a grand opening celebration for their new stadium. The signature bridge structures over the Brazos River serve as a main artery for pedestrian and vehicular traffic for the Baylor University football stadium. These twin 620-foot-long extradosed cable-stayed bridges were the first in Texas and only the second in the U.S. to use a steel superstructure with an extradosed design. The extradosed bridge system is a hybrid design between a girder and cable-stayed bridge. Each bridge carries three traffic lanes and a 10.5-foot-wide sidewalk, and includes scenic overlooks incorporated into the pylons on both sides of the 250-foot-long mainspan. The overall project featured 23 additional bridges, including a 900-foot-long direct connector bridge elevating traffic above I-35 to allow motorists to enter northbound IH-35 from Valley Mills Road. Eric oversaw the construction of this 18-span flyover bridge, which required careful MOT and advanced planning to erect bridge girders weighing up to 250 tons during limited closures of I-35 and adjacent arterial roadways. Lane received the American Road & Transportation Builders Association’s (ARTBA) ‘Award for Training Programs/State Level: Effective Use of Law Enforcement in Work Zones Training’, for the project’s efforts to train more than 500 law enforcement officers and safety personnel in the best-practices for work zone set-up, temporary traffic control, and work zone-related response procedures following a traffic accident.</p></div> <div><div>Key Project Relevancies:</div><div><div>• Interstate Bridge over Water</div><div>• Interstate MOT</div><div>• Delivered Ahead of Schedule</div><div>• Environmental Sensitivity</div><div>• Multi-phased Construction</div><div>• High Traffic Volume</div></div></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.					
Lane’s Project Manager, Eric Pruemmer, managed over 240 construction field personnel and 21 major subcontractors in constructing the two bridges over the Brazos River, as well as constructing 23 additional interstate bridges, reconstructing 10 miles of I-35, and 250,000 sf of temporary and permanent retaining walls. The Brazos River Bridges were completed one year ahead of the original contracted schedule at the request of TXDOT (completed four months ahead of the post-award revised schedule); this milestone was accomplished with accelerated construction methods and several phasing changes. Eric partnered with the owner to modify traffic phasing to accelerate the construction and mitigate delay impacts caused by ROW issues and utility relocations. A significant environmental concern for TxDOT in one of the most drought-stricken area of Central Texas was conserving water wherever possible during construction. Eric oversaw the creation and implementation of a program to use 61 million gallons of reclaimed wastewater from a nearby wastewater plant to produce the 440,000 cubic yards of concrete required for the project, saving valuable potable water for better use. Additionally, Eric initiated several community outreach events during a nine-month period in which 962 hours of community service work was performed and more than \$3,700 raised for various charities.					
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.					
Lane devised several initiatives to improve quality and to accelerate the schedule, such as 1) moving the wires for Brazos River Bridges’ decorative lighting into PVC-lined conduit in the concrete deck rather than in the steel girders to provide for easier installation and better protection from the harsh environment, 2) using directional boring instead of tunneling under the Brazos River to provide a safer and faster alternative for installing utilities, and 3) employing on-site batch plants to provide a continual supply of concrete that met project specifications.					
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 Over Yadkin River Bridge Location: Rowan and Davidson Counties, NC	Name: Flatiron-Lane, A Joint Venture	Name of Owner: NCDOT Project Manager: Pat Ivey, PE Phone: 336-747-7800 Email: pivey@ncdot.gov	4/2014	\$144,448	\$65,002
g. Narrative describing the work performed by Lead Contractor.					
<div><div><div>Offices Involved: Charlotte, NC</div><div>Team Member Involvement: The Lane Construction Corporation & HDR (major design subconsultant)</div><div>Key Individual Involvement: none</div></div><div></div><div><p>The southern segment of the Interstate 85 Corridor Improvements Project included comprehensive upgrades to the highway, bridge and rail infrastructure located along a vital stretch of I-85 in North Carolina’s Triad region. This corridor is the most direct and heavily traveled route between Richmond, VA and Atlanta, GA carrying nearly 70,000 vehicles each day. The integrated joint venture upgraded seven miles of I-85 from four to eight lanes and replaced eight bridges, the most singicinat which was the 2,700-foot-long bridge that carries I-85 over the Yadkin River and a key Norfolk-Southern railroad line. The existing deficient two-lane bridge was replaced with dual four-lane structures that meet 70-mph speed standards for a rolling urban freeway and interstate. The original concept called for a temporary bridge on each side of the river, but the team proposed only one bridge down the middle of the river, reducing the construction schedule by nine months. To avoid disruption of the river and adjacent wetlands, the team used a 2,300-foot-long trestle as the temporary access work bridge. As part of the complex MOT phasing, the joing venture constructed the northbound lanes and moved all traffic onto the northbound side of I-85 while the southbound lanes were constructed. This award-winning project received DBIA’s Nation Award of Merit for Transportation.</p></div><div><div>Key Project Relevancies:</div><div><div>• Design-Build Delivery</div><div>• Interstate Bridge Over Water</div><div>• Interstate MOT</div></div><div><div>• Environmental Sensitive Project</div><div>• Multi-phased Construction</div><div>• Innovative single trestle construction</div></div></div></div>					
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<p>The joint venture self-imposed its own intermediate project milestone to close the old structure and open the new structure, and held its crew to completing construction by that milestone. Crews worked nights and weekends to meet the milestone. The joint venture played an integral role in coordinating with the local railroad agency. Concerns from Norfolk Southern caused the project to be extended by a year because they were in a dispute with NCDOT over the right-of-way. The DOT and Norfolk Southern were disputing for almost two years, and the joint venture facilitated talks to resolve the dispute so the project could commence. Originally another bridge was taken out of the project scope, but the bridge was put back in, and the project was allowed to be extended by a year.</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 joint venture employed several initiatives to bolster quality on this project, including a full-time quality manager and an on-site concrete lab. In addition, we partnered with OSHA to hold regularly scheduled OSHA inspections and involvement. The joint venture also partnered with NCDOT to resolve a major pre-existing NCDOT/NSRR ROW conflict. The project was completed without 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 - DESIGNER
HDR Engineering, Inc. of the Carolinas

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 HDR’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 HDR (in thousands)
Name: I-85 Widening Design-Build (I-3802B/I-3610/B-5365) Location: Cabarrus and Rowan Counties, NC	Name: The Lane Construction Corporation	Name of Owner: North Carolina Department of Transportation Project Manager: Teresa Bruton, PE Phone: 919.707.6610 Email: tbruton@ncdot.gov	Design: 10/2016 Construction: 08/2020	\$160,325	\$11,380
g. Narrative describing the work performed by HDR.					
<div>Offices Involved: Charlotte & Raleigh, NC Team Member Involvement: HDR & The Lane Construction Corporation Key Individual Involvement: <div><div></div>Andy Abernathy, <div><div></div>Chris Magro</div></div></div> <div><p>This project reconstructed and widened approximately 5.9 miles of I-85 from north of Lane St. (Exit 63) to north of the US 29/US 601 Connector, to an eight-lane divided facility. HDR’s design improved two major interchanges and construction of eight bridges, including two over Cold Water Creek which utilized drilled shaft foundations. As the Lead Designer, HDR provided overall design management and engineering support during construction and lead the roadway and structures design, traffic control design, environmental/permitting, hydraulic design, ROW acquisition and public involvement efforts. HDR reconfigured the interchange at NC152/US 29 to include a combination of ramp/loop movements that eliminated left turns. The team staged the replacement of the NC152/US 29 bridge to accelerate the schedule to meet the contract schedule dates. The team incorporated a temporary median access ramp at the existing US 29/US 601 flyover bridge to allow ingress/egress for construction crews, equipment and materials to the I-85 median. HDR performed supplemental subsurface investigations at all bridge/MSE wall sites as well as along a steepened geogrid reinforced slope planned to avoid a culvert extension at Cold Water Creek. Bridge foundation recommendations were provided at all bridge sites and global stability analyses for all of the MSE walls. Extensive Temporary Pavement Design recommendations involved compiling data provided by NCDOT and supplementing this information with additional pavement cores and DCP testing. HDR was then able to determine the required overlay depths along the existing shoulders as well as recommend full depth asphalt pavement at new locations for the temporary traffic volumes anticipated. Lane was the Lead Contractor for this project. Design work was primarily completed by staff in HDR’s Raleigh and Charlotte offices.</p></div> <div><div>Key Project Relevancies:</div><div><div>• Design-Build Delivery</div><div>• Interstate MOT</div><div>• Bridge Design/Construction</div></div><div><div>• Environmental Support & Compliance</div><div>• Coordination with Area Stakeholders</div><div>• Median Workzone</div></div></div>					
h. Self-Assessment. The information provided in this section should be a self-assessment of HDR’s performance on the project to identify designers with firms or personnel that have successfully completed projects on time and on or under budget, and to identify designers that have records of managing contracts to minimize delays, claims, dispute proceedings, litigation, and arbitration.					
HDR was a part of a successful partnership with Lane and NCDOT to deliver this project for the traveling public of North Carolina. The design portion of the project scope was delivered on schedule and under budget without any claims or disputes between the designer and the contractor and/or owner. With an ADT over 100,000 and the majority of work in the existing median, an innovative work zone traffic control and access plan was developed to allow unimpeded access to the existing median to improve safety, minimize impacts to traffic, reduce stress on existing peripheral infrastructure, accelerate the project schedule, and reduce cost of construction by increasing efficiency. I-3802B lies within the Yadkin River Basin with Cold Water Creek, classified as WS-IV, paralleling I-85 for the majority of the project and draining to Lake Fisher. Environmental Scientists worked with roadway and hydraulic staff and were continually involved to ensure a design compliant with current requirements and previous agency coordination. The team constantly sought ways to minimize overall impacts from the preliminary designs and ensure compliance with project commitments.					
i. Quality Initiatives. Discuss HDR’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
The team implemented and administered a customized Design Quality Management Plan and a Construction Quality Management Plan. The plans ensured compliance with design QC requirements and identified the process for independent checking and auditing of the design calculations, plans and studies/reports. The design team collaborated with construction staff to perform peer and constructability reviews to obtain input and feedback on material and methods of construction that influenced preparation of the construction documents.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, HDR shall provide a detailed explanation below.					
All answers to the questions in Section 3.5.2 are “No” for this project.					

WORK HISTORY AND QUALITY FORM – DESIGNER
HDR Engineering, Inc. of the Carolinas

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 Designer’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 Designer (in thousands)
Name: SC 41 Bridge Replacement over Wando River Location: Berkeley & Charleston Counties, SC	Name: PCL Construction	Name of Owner: SCDOT Project Manager: Daniel Burton, P.E. Phone: 843-972-6200 Email: burtond@scdot.org	Design: 11/2015 Construction: 1/2018	\$31,600	\$1,850
g. Narrative describing the work performed by Lead Designer.					
<div><div><div>Offices Involved: Columbia, SC & Paducah, KY</div><div>Team Member Involvement: HDR</div><div>Key Individual Involvement:  Greg Schuch</div></div><div><p>HDR served as the Lead Designer for the design-build replacement of the existing swing span bridge with a fixed span, high-level bridge over the Wando River providing 55 feet of vertical clearance over the river. The project included construction of a new 2,088-foot long bridge and approach roadways on an offset alignment across the 1,700 foot wide river. HDR self-performed bridge design, geotechnical design for bridge foundations, roadway design, hydraulic/stormwater design, environmental permitting, utility coordination, and work zone traffic control plans and managed subconsultants who provided geotechnical investigation/testing, geotechnical roadway design, field surveys, public involvement, and ROW acquisition.</p><p>The bridge design included the exclusive use of drilled shaft foundations at all interior bents and the use of typical span lengths and member sizes for efficiency in both design and construction. The substructure and foundation design considered the effects of both scour and seismic-induced liquefaction and six bents in the main channel were also designed for vessel collision. Mitigation of seismic-induced liquefaction was required beneath the embankments at the ends of the bridge and was accomplished through the use of earthquake drains. The HDR team developed a roadway alignment for SC 41 that greatly reduced the overall impacts to wetlands, ROW, and utilities compared to the Preferred Alternative identified in the Environmental Assessment which was prepared in advance of the procurement of the design-build contract. The roadway design took advantage of horizontal curves on each end of the bridge by changing the bearing of the straight portion of the alignment that crossed the river; the use of a skewed alignment (relative to the existing) across the river allowed the proposed and existing alignments to converge in a much shorter distance. This design change reduced the number of properties requiring ROW acquisition from 28 to 10 and reduced coastal wetland impacts from 2.9 to 1.3 acres.</p><p>The roadway design also eliminated conflicts with a 30-inch water and 8-inch gas transmission facilities that would have resulted in costly relocations and impacts to the project schedule.</p></div><div><div>Key Project Relevancies:</div><div><div>• SCDOT Design-Build Delivery</div><div>• Bridge over Water</div><div>• Bridge Design</div><div>• Drilled Shafts in Water</div><div>• Environmental Support & Compliance</div><div>• Coordination with Area Stakeholders</div></div></div></div>					
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Immediately after award, SCDOT notified the team of an owner-initiated change directing the team to perform a vessel survey and modify the bridge typical section. The team partnered with SCDOT to perform the survey under a limited notice to proceed and efficiently implement the changes to the bridge typical section with no delay in the design schedule. The project required that a drilled shaft load test be performed prior to construction and it was very important to complete the test early in the project to avoid delays. HDR worked with PCL to identify a site for the test and an access plan for that site that would allow for the test shaft construction and testing to be done prior to receiving the Section 404 permit, which had a relatively long lead time. HDR developed an independent set of plans for the test shaft and access road and also coordinated with SCDOT, SCDHEC, and adjacent property owners to allow for the load test to be conducted very early in the project, avoiding delays in design and construction which are normally associated with load testing.					
i. Quality Initiatives. Discuss Lead Designer’s quality initiatives including, but not limited to, cost control, schedule management and adherence, avoidance of claims, and other pertinent initiatives enhancing quality on the project.					
The most effective way a designer can control cost is by developing a design which mitigates risk. While the design team could anticipate and reasonably quantify risks associated with traditional design elements, during discussions with the contractor during the pursuit phase it was quickly determined that this particular project had a relatively disproportionate amount of cost and schedule risk associated with third parties – namely right-of-way acquisition, environmental permitting, and utilities. The team determined that the most important factor in providing a quality project was minimizing and avoiding impacts which would trigger these risks. With this in mind, the design team focused on limiting the project footprint to the maximum extent possible and the skewed roadway alignment described in section g above was devised. Reducing the ROW and wetland impacts by over half and completely avoiding two major utility relocations greatly enhanced the team’s ability to control cost and schedule and deliver a quality project.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Designer shall provide a detailed explanation below.					
All answers to the questions in Section 3.5.2 are “No” for this project.					

WORK HISTORY AND QUALITY FORM – DESIGNER
HDR Engineering, Inc. of the Carolinas

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 Designer’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 Designer (in thousands)
Name: US 701 Bridge Replacement over Great Pee Dee River Location: Georgetown & Horry Counties, SC	Name: PCL Construction	Name of Owner: SCDOT Project Manager: Jae Mattox, PE Phone: 803.737.1805 Email: mattoxjh@scdot.org	Design: 09/2016 Construction: 11/2019	\$47,733	\$ 3,110
g. Narrative describing the work performed by Lead Designer.					
<div>Offices Involved: Columbia, SC & Paducah, KY Team Member Involvement: HDR Key Individual Involvement:  Greg Schuch</div> <div><p>HDR served as the Lead Designer for the design-build replacement of three bridges over the Great Pee Dee River and the adjacent floodplain. The project included construction of three new bridges and roadway on an offset alignment across the 1.5 mile floodplain. The three replacement bridges measured 1,485 feet, 1,620 feet, and 1,350 feet in length with the bridge over the Great Pee Dee River providing 40 feet of vertical clearance. HDR self-performed bridge design, geotechnical design for bridge foundations, roadway design, hydraulic/stormwater design, environmental permitting, and work zone traffic control plans and managed subconsultants who provided geotechnical investigation/testing, geotechnical roadway design, field surveys, utility coordination, public involvement, and ROW acquisition. The bridge design included the exclusive use of drilled shaft foundations at all interior bents and the use of typical span lengths and member sizes for efficiency in both design and construction. The substructure and foundation design considered the significant effects of scour and seismic-induced liquefaction and several bents in the main channel were also designed for vessel collision. The soils beneath the embankments throughout the floodplain are very poor and are susceptible to seismic-induced liquefaction. HDR elected to utilize earthquake drains, geogrid, and stone fill to mitigate the effects of soil liquefaction and strengthen the embankments to resist slope failures. Even with these measures in place to meet the embankment performance requirements, the embankments were still expected to impart rather significant lateral loads to the bridge end bents under seismic conditions which had to be accounted for in the design of the end bent piles. The hydraulic design included a two-dimensional hydraulic study which modeled the complex hydraulics associated with multiple bridge openings across the single, common floodplain. Due to restrictive access and large fluctuations in in the river flows and water levels within the floodplain, access was provided via work trestle and HDR worked with the contractor to develop the design and permits in a manner consistent with this approach to construction.</p></div> <div><div>Key Project Relevancies:</div><div><div>• SCDOT Design-Build Delivery</div><div>• Bridge over Water</div><div>• Bridge Design</div></div><div><div>• Drilled Shafts in Water</div><div>• Environmental Support & Compliance</div><div>• Coordination with Area Stakeholders</div></div></div>					
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The project was impacted by Hurricane Matthew in 2016, Hurricane Irma in 2017, and Hurricane Florence in 2018. Despite the use of work trestles elevated above most seasonal high-water events, these storms caused the project to be inaccessible for several weeks at a time and left behind damage that had to be repaired. The cumulative effects of these storms had a significant impact on the project schedule. To mitigate these delays, HDR worked with PCL to develop two strategies to help mitigate the impacts on the project schedule. First, HDR revised the traffic control plans to include a temporary crossover which would allow for demolition to begin earlier than the original plan would allow. In addition, HDR worked with PCL top develop a detailed plan for cranes and haul trucks to operate on the new bridges under lane closures which allowed for use of larger equipment which ultimately accelerated the demolition process.					
i. Quality Initiatives. Discuss Lead Designer’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.					
HDR worked with PCL during the pursuit phase to develop a design that used consistent, standardized elements where possible in order to maximize efficiency during construction. Sources of risk relative to construction cost and schedule were openly discussed during the pursuit phase so that these risks could be incorporated into the proposal and managed during the design and construction phases. In addition, a realistic design schedule was developed that was consistent with the approach to construction of the project and HDR met all design deliverable dates. As part of an initial QC review of the project information provided by SCDOT, an issue with the survey control was discovered. The error would have led to the misalignment of the roadway in the field and while the error was rather small, the projection of the error across a 1.5 mile long tangent could have created unforeseen conflicts between the new and existing bridges. Recognizing that the survey information was provided for information only, HDR took ownership of the situation and spent unanticipated time and money to work with our survey subconsultant to reconcile the situation which resulted in no layout issues or conflicts in the field. Catching the issue early allowed for reconciliation of the issue without causing any delay in the design deliverables and kept the project on schedule.					
j. For each question in Section 3.5.2 of the RFQ for which a “Yes” answer was provided, Lead Designer shall provide a detailed explanation below.					
All answers to the questions in Section 3.5.2 are “No” for this project.					

APPENDIX C

Quality of Past Performance



APPENDIX D

Legal & Financial





June 3, 2022

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

RE: Request for Qualifications – Contract ID 2847360 (the “RFQ”)
I-20 Over Wateree River Bridge Replacement and Swamp Overflow Bridge Rehabilitations
Design-Build Project (the “Project”)
Statement of Financial Capacity

Ms. Wright,

In response to Section 3.6.1 of the above-referenced RFQ, I hereby declare that The Lane Construction Corporation, the Proposer, has the financial capacity and resources necessary to complete the Project as proposed in the RFQ.

Sincerely,

Paul H. Cyril

Executive Vice President & Chief Financial Officer

On this 3rd day of June, 2022, before me, Maryanne Miranda, a Notary Public for Connecticut, personally appeared Paul Cyril, known to me to be the person described in the foregoing Affidavit, and acknowledged that he executed the same in the capacity therein stated and for the purposed therein contained. In witness thereof, I hereunto set my hand and official seal.

[NOTARIAL SEAL]



Notary Public

My Commission Expires: October 31, 2023

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

EVEREST REINSURANCE COMPANY
MARKEL INSURANCE COMPANY

May 27, 2022

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

RE: **The Lane Construction Corporation**
Request for Qualifications
I-20 over Wateree River Bridge Replacement and Swamp Overflow Bridge Rehabilitations
Design Build Project; Contract ID 2847360 - Kershaw County
Estimated Project Value: \$100,000,000.00

To Whom It May Concern:

This letter will serve to confirm that The Lane Construction Corporation is a highly regarded and valued client of the sureties, Liberty Mutual Insurance Company, United States Fire Insurance Company, Everest Reinsurance Company, Nationwide Mutual Insurance Company and Markel Insurance Company (the 'co-sureties'). Each surety company is licensed to conduct surety business in the State of South Carolina, and each surety company holds a Certificate of Authority as listed in the Department of the Treasury's Listing of Approved Sureties (Department Circular 570) dated July 1, 2021. Furthermore, each surety company is rated "A" or better by A.M. Best Company, all with Financial Size Category "XIII" or better.

The Lane Construction Corporation has developed a strong track record of completing complex construction projects on time and within the available budget. The co-sureties provide surety support for The Lane Construction Corporation for individual projects with contract values approaching \$350,000,000 and corresponding backlogs approaching \$3,500,000,000. The co-sureties are prepared to provide single 100% Performance and 100% Labor and Materials Payment Bonds for this Project as proposed in the RFQ, in the amount of the anticipated cost of construction should The Lane Construction Corporation be the successful bidder and enter into a contract for this Project.

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

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

Sincerely,

Liberty Mutual Insurance Company
United States Fire Insurance Company
Everest Reinsurance Company
Nationwide Mutual Insurance Company
Markel Insurance Company


Theresan E. Rowedder
Attorney-in-Fact





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

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

Certificate No: **8207846-012022**

POWER OF ATTORNEY

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

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

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 20th day of April, 2022.



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

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

State of PENNSYLVANIA ss
County of MONTGOMERY

On this 20th day of April, 2022 before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

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



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

By: Teresa Pastella
Teresa Pastella, Notary Public

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

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

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

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

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

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

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

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

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 27th day of May, 2022.



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

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

80844

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

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

each, its true and lawful Attorney(s)-In-Fact, with full power and authority hereby conferred in its name, place and stead, to execute, acknowledge and deliver: Any and all bonds and undertakings of surety and other documents that the ordinary course of surety business may require, and to bind United States Fire Insurance Company thereby as fully and to the same extent as if such bonds or undertakings had been duly executed and acknowledged by the regularly elected officers of United States Fire Insurance Company at its principal office, in amounts or penalties: **Unlimited**

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

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

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

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

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

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

IN WITNESS WHEREOF, United States Fire Insurance Company has caused these presents to be signed and attested by its appropriate officer and its corporate seal hereunto affixed this 28th day of September, 2021.

UNITED STATES FIRE INSURANCE COMPANY



Matthew E. Lubin, President

State of New Jersey }
County of Morris }

On this 28th day of September, 2021, before me, a Notary public of the State of New Jersey, came the above named officer of United States Fire Insurance Company, to me personally known to be the individual and officer described herein, and acknowledged that he executed the foregoing instrument and affixed the seal of United States Fire Insurance Company thereto by the authority of his office.



Melissa H. D'Alessio (Notary Public)

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

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of United States Fire Insurance Company on the 27th day of May 20 22

UNITED STATES FIRE INSURANCE COMPANY



Michael C. Fay, Senior Vice President



**POWER OF ATTORNEY
EVEREST REINSURANCE COMPANY
DELAWARE**

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

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

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

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

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

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

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

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

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




Attest: Nicole Chase, Assistant Secretary

Everest Reinsurance Company


By: Anthony Romano, Vice President

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

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



Linda Robins, Notary Public

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company, at the Liberty Corner, this 27th day of May 2022.

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



EVEREST.

SURETY BOND SEAL ADDENDUM EVEREST REINSURANCE COMPANY

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

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

Dated this 7th day of April 2020.

EVEREST REINSURANCE COMPANY

By: _____

Anthony Romano – Vice President & Global Head of Surety



Power of Attorney

KNOW ALL MEN BY THESE PRESENTS THAT:

Nationwide Mutual Insurance Company, an Ohio corporation

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

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

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

UNLIMITED

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

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

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

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

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

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

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



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

ACKNOWLEDGMENT

STATE OF NEW YORK COUNTY OF NEW YORK: ss

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



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

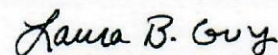


Notary Public
My Commission Expires
October 19, 2024

CERTIFICATE

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

IN WITNESS WHEREOF, I have hereunto subscribed my name as Assistant Secretary, and affixed the corporate seal of said Company this 27th day of May, 2022.



Assistant Secretary

JOINT LIMITED POWER OF ATTORNEY

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

Theresan E. Rowedder

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

In Unlimited Amounts

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

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

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

SureTec Insurance Company

By:

Michael C. Keimig, President



Markel Insurance Company

By:

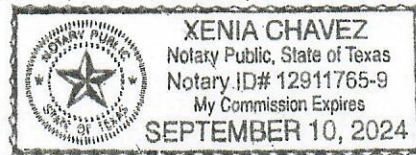
Lindey Jennings, Vice President

State of Texas

County of Harris:

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

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



By:

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

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

IN WITNESS WHEREOF, we have hereunto set our hands, and affixed the Seals of said Companies, on the 27th day of May, 2022.

SureTec Insurance Company

By:

M. Brent Beaty, Assistant Secretary



Markel Insurance Company

By:

Andrew Marquis, Assistant Secretary



Columbia, South Carolina

**SOUTH CAROLINA DEPARTMENT
OF
TRANSPORTATION**

PRIME CONTRACTOR

PREQUALIFICATION CERTIFICATE

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

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

THE LANE CONSTRUCTION CORPORATION

Vendor ID: 1TH013

Issued : October 18, 2021

Expires: October 31, 2022

Approved By: *Marcia G. Devito*
Prequalification Coordinator

APPENDIX E

Organizational Conflict Of Interest




DISCLOSURE OF POTENTIAL CONFLICT OF INTEREST CERTIFICATION

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

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

Attach additional sheets as necessary.

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


Signature

June 3, 2022

Date

David J. Rankin

Print Name

The Lane Construction Corporation

Company

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

Name

Phone

Company

APPENDIX F

Confidential or Proprietary Information Summary List



3.1.5 Confidential or Proprietary Information Summary List

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

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

APPENDIX G

Addendum Receipt Forms



NOTICE OF RECEIPT

**I-20 over Wateree River Bridge Replacement
and Swamp Overflow Bridge Rehabilitations
Design-Build Project Design-Build – Contract
ID 2847360
Kershaw County**

Addendum 1

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

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

Confirmation Statement:

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



PROPOSER's Signature

June 6, 2022

Date

David J. Rankin

Printed Name

For: The Lane Construction Corporation

Design-Build Team Name



APPENDIX H

Key Individual & Contractor/Designer Reference Forms



Email	First Name	Last Name	Company Name	Project Name	Team
parrissl@scdot.org	Shane	Parris	Lane	I-85 Widening Phase 3, Cherokee County	Lane
Stan.Swiatek@TxDOT.gov	Stanley	Swiatek	Lane	Brazos River Bridges and IH-35 Reconstruction	Lane
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