



A Commitment to Excellence

Synopsis and Timeline of The Lane Construction Corporation

1890 – John S. Lane, at age 51, left his job as a supervisor for the New York, New Haven and Hartford Railroad and started a stone crushing operation in Meriden. The first “Lane” office was located at 236 Sigourney Street in Hartford. His crusher had the capacity to produce about 900 tons of stone per day and was centrally located along the railroad of his former employer. Today’s crushers can produce over 900 tons per hour!

1891 – John S. asked his eldest son, Arthur to join him in business. In fact, a copy of his letter to Arthur dated February 20th 1891 is still among the records.

1892 - By 1892, John S Lane and Son had opened another Quarry on land leased from the Boston & Albany R.R. in Westfield, Mass which is still in existence today under the same name. He also opened a Quarry in North Cohasset just south of the Boston area with another son, E. Leroy Lane in charge of this operation.

1892 – Also in 1892, another partnership was formed which would become the road construction arm of the company. Charles Lane, a brother to John S. was in charge of that operation. The first construction contract was for the construction of Main Street in Windsor Locks. By 1895, the company was bidding on town contracts for macadamized roads all throughout Connecticut, Rhode Island and Massachusetts.

1895 – The records indicate another quarry was opened in Weehauken, New Jersey. It was not very successful as it was closed in 1897.

1902 – By 1902, due to the success of the construction division and the great need for improved roadways from the invention of the automobile, John S. Lane formed The Lane Construction Corporation. The company was incorporated in the state of Connecticut on April 5th, 1902 with John S. as the first president and his son Arthur as treasurer and his son-in-law, William Rice Smith as Secretary and General Manager. The cost to incorporate in 1902.... \$25.

1913 - By 1913, contracts had extended into New York State as well as Vermont and New Hampshire. In 1913, the first concrete pavement construction was performed in Waverly, New York.

1913 – Our founder John S. Lane died at the age of 74 leaving the quarry operations to his three sons and the construction corporation to his two daughters. William Rice Smith became the second president of The Lane Construction Corporation.

1914 – Arthur F. Eggleston, who married Arthur Lanes' daughter, Grace, came to work for Lane and was made secretary of the company. He would later become the third president of the corporation.

1916 – Lane's operations were now wide spread throughout New England and New York State and the first large piece of equipment for earth moving was purchased. Lane's No.1 Shovel was a "Thew" model working on a stretch of the Boston Road in Wilbraham, Mass.

1930 – By 1930, Lane completed 747 contracts placing more than 15 million square yards of pavement, on 1437 miles of roadway. More equipment including the early Caterpillar D30 bulldozer along with larger earth moving equipment had been purchased to handle the complete construction of roadways and grade crossings. By 1930 Lane had 2036 employees on the pay roll.

1930 – 1940 Numerous projects were completed all throughout New England and New York for highways, bridges, dams and the construction of airport runways. Lane was considered one of the largest highway contractors in the east. Projects included the Long Eddy Viaduct and roadway along the Delaware Trail from Port Jervis to Hancock, New York. Equipment such as the 1 ½ yard Bucyrus Erie and Marion Steam Shovels became a common scene on a Lane job loading early models of the Euclid 5 yard Trucktor. Le Tourneau Scrapers were pulled by the experimental forerunner of the Caterpillar RD-8 90 H.P. Diesel Cat Tractor. Concrete for bridge abutments and box culverts was mixed and placed right on site. An equipment repair shop was established in Brunswick, Maine in 1939. Mr. George J. Brewer started his career with the Corporation after graduating from Cornell University in 1936. Mr. Brewer would advance through the ranks to later become Lane's fourth President.

1940 – Arthur F. Eggleston became the President and General Manager of The Lane Construction Corporation upon the death of William Rice Smith on April 1st, 1940.

1940 - By 1940 over 24 million square yards of pavements had been placed on 2025 miles of roadway including 14 railroad grade crossing eliminations and 42 bridge structures with a clear span of 50 ft. or more. In 1940, Lane was under contract for more than 100 miles of roadwork with 4066 employees on the payroll record.

1941 – Due to the great amount of equipment used throughout the Corporation, a formal Mechanical Department was established after a lengthy study of equipment usage and

upon interviewing all 19 superintendents incorporating their recommendations from each jobsite. Two men were named Mechanical Supervisors and the program was met with great enthusiasm throughout the company.

1947 – By 1947, the construction of military airbases became a major undertaking for the Corporation. One of the largest peacetime contracts ever issued by the United States Government was awarded to Lane for the complete construction of a new Air Force Base near the Canadian border at Limestone, Maine. With a million dollars worth of equipment and “Doc” Moore as the Project Manager, Lane completed this 7000 acre project in two full construction seasons.

1950 – 1960 The 1950’s would prove to be the time of greatest prosperity for our company. Many opportunities led to the continued growth of our company including the New York Thruway where Lane built more miles than any other contractor. Other super highways were soon under construction such as the Connecticut Turnpike where Lane completed the stretch between Westport and Guilford. Lane landed the second largest contract on the Massachusetts Turnpike through West Springfield, Westfield and Montgomery. Major roadwork continued to flourish in all parts of Maine, New Hampshire and Vermont.

During this time, Military Air Bases were under contract at Wurtsmith, Michigan, Westover Field in Chicopee and Otis Airbase on Cape Cod, Lockbourne Airfield in Ohio and Dow Field in Maine.

In 1951, Norman W. Llewellyn began his career on a survey crew on the Otis Airbase project. Mr. Llewellyn would advance through the ranks to become Lane’s 5th President.

In 1957, “Skip Wetmore, a graduate of Penn State came to work for the company on the Watertown, N.Y. project. Skip would later become Lane’s sixth President and CEO.

In 1958 alone, Lane had 14 contracts under construction totaling more than \$70 million dollars in value. Major highway projects were underway in Adams, Albany, Chatham, Rochester, Selkirk, and Watertown, New York.

Under the Flood Control Act of 1936, Dams began to spring up around the country and Lane built its first major Dam at Barre Falls in central Massachusetts in 1958 for the Corps of Engineers.

1960 – Lane landed its largest contract to date at Andrews Field in Maryland at \$17,201,000. Also in 1960, the New York City Board of Water Supply awarded Lane an \$11,695,000 contract for the construction of the Cannonsville Dam near Deposit, New York. This project would prove to be one of Lane’s greatest achievements launching the company into an elite league of premier heavy civil contractors. Cannonsville Dam would be the forerunner to many new dams and flood control projects that Lane would build in the very near future.

1962 – Lane landed its' first contract ever in the State of Florida for the construction of the Homestead Air Base just south of Miami.

1963 – Mr. George J. Brewer took the helm as the 4th President of the Corporation. With a vision to expand geographically, several new contracts were obtained outside the “normal” area of operations such as Ohio and Virginia.

1964 – The construction of the Mahoning Dam in Ohio was successfully completed utilizing the process of electro-osmosis to stabilize the underlying clay foundation of the Dam. Highway projects in Vermont, New Hampshire and New York continued to be the major source of work for the company during this time. Between the New York State Thruway Authority and the New York State Department of Transportation, Lane had more than \$71 million in highway and bridge work under contract.

1968 – In 1968, Lane's largest single contract at \$22,927,000 was awarded for the construction of Rte 17 on the southern Tier Expressway through Johnson City, New York. Lane continued to be a major Dam contractor completing the earth and rock embankment dam at Blanchard, Pennsylvania.

1970 – 1975 During the early 70's, the construction of Dams would continue with the earth and rock dam at Woodcock, Pennsylvania and new large mass concrete dams at Burnsville, West Virginia and again at Harlan, Kentucky. To this date, the Burnsville Dam Project is considered one of Lane's trophy projects. Jobs like Burnsville and Harlan would lead to greater challenges of mass concrete techniques and methods of placements in the future.

1973 – Lane lands its first of many contracts for the newly formed Washington Metropolitan Area Transit Authority at Silver Springs, Maryland. This major \$35 million mass transit project would be the beginning of a long list of successful projects completed for WMATA and lead Lane to its permanent presence as a major contractor in the Washington, D.C. area.

1975 – By 1975 Lane had more than \$40 million dollars of work in the Richmond, VA area along with its first project for the State of North Carolina at Rocky Mount.

1979 – 1979 was a busy year for the Corporation. Upon the retirement of George Brewer, Norman W. Llewellyn took over as the fifth President of Lane with more than \$180,000,000 of work under contract including a \$37 million earth and rockfill dam at Cowanesque, PA. This project for the Baltimore District of the Corps involved more than 9,000,000 cubic yards of embankment materials making it one of Lane's largest earth moving projects in its history.

1979 – In 1979 R.E. “Bob” Alger came to work for the Corporation as a Job Engineer and would advance through the ranks to eventually become Lane's current President and CEO.

1979 – With a decline in the opportunities to bid on Federal, State and Municipal contracts, Mr. Llewellyn had the vision to formulate a marketing program to solicit Lane among the top Fortune 400 companies to perform work for site development, paving, piles, foundations and heavy concrete structures. The name of Lane was beginning to spread among owners such as IBM Corporation, Atlantic Cement, General Motors Corporation, Dupont, New York State Electric and Gas, Niagra Mohawk and New England Power Company to name just a few. More than \$100 million of private projects were completed during the early years of this intensive marketing effort.

1981 – Under Mr. Llewellyn’s direction, a vision of heading west would prove to be the next logical move. Lane Industries Incorporated was formed to be the parent company of both The Lane Construction Corporation and the newly formed Sunmount Corporation. Sunmount would be headquartered in the west to perform heavy - highway and private projects while Lane would continue to perform contracts throughout the east and mid western states. Texas would be the next State to be a first for the Corporation with contacts at Lakeview Dam for the Corps of Engineers and then again for a \$28 million highway project for the Texas Highway Department at San Antonio. With plenty of work available, Texas would soon become the home for Sunmount Corporation with permanent offices in Justin, Texas just north of Fort Worth.

1982 – On January 6, 1982, Lane began the construction of its largest project up to that time, the \$64 million West Approach to the new FT. McHenry Tunnel under Baltimore Harbor. With more than 200,000 cubic yards of structure concrete, the project would be one of Lane’s most prestigious contracts to this day.

1985 – By the mid 80’s, Lane had a 50-50 split of work between public agencies and private companies. Low head Hydro electric facilities were constructed for NYSEG at Cadyville, Mill “C” and at Kent Falls New York along with penstock work for Orange and Rockland Utilities at Rio. Other hydro projects were built during this time at North Hartland, Vermont along with the construction of a fish ladder for migrating Salmon at Wilder, Vermont for New England Power Company.

1989 – By 1989 Lane had settled into the Washington, D.C. area for good. With more than \$65 million of work in and around Washington, a \$65 million highway project at Gaithersburg, Maryland and more than \$40 million in the Baltimore City area including the Jones Falls Expressway Project.

1990 – B.F. “Skip Wetmore became Lane’s 6th president with more than \$190 million of work under contract including one of Lane’s most notable projects, the \$80 million Grays Landing Lock on the Monongahela River in western, Pennsylvania.

1991 – With Federal, State and municipal work in abundance, Lane hit a record of bidding close to \$2 billion of work in one year. Plant related work would continue to sustain the revenues of the Corporation especially in Maine and Western Massachusetts.

1992 – Lane completed the largest highway project ever awarded at the time by PADOT at Norristown, PA for the new I-476 Blue Route near Philadelphia.

1995 – By the mid 90's Lane had picked up a record volume of new work totaling more than \$210 million due in part to the addition of Joint venture work on major civil projects including a twin navigational lock on the Ohio river at Olmsted, Illinois. Also during this time, Lane held a \$50 million contract for part of the first privately build toll road in the Commonwealth of Virginia known as the Greenway near Dulles Airport.

1996 – Under Mr. Wetmore's leadership, the company continued to expand in both construction aggregates and bituminous plant operations. Acquisitions were made in western Pennsylvania as well as northern Virginia. A new Asphalt Plant was setup in our nation's capital known as Senate Asphalt and the Virginia plant operations continued under the name of Virginia Paving. A major \$40 million contract for concrete aprons at the new Reagan National Airport and more than \$60 million of work for the Washington Metropolitan Area Transit Authority were also completed during this time.

2000 – By the turn of the century, Lane Industries had record annual revenues in excess of \$385 million. One of Lane's most challenging projects was completed in record time for the reconstruction of Rte 22 near Allentown, PA earning the company a \$5 million early completion bonus. Many awards for this accomplishment would follow including the National Award of Excellence from the American Concrete Pavement Association for Traffic Management. Work continued around the Washington, D.C. area and Northern Virginia preparing Lane for a record amount of work to follow.

2001 – Upon the retirement of Skip Wetmore in July of 2001, Robert E. Alger took the helm as the 7th President of The Lane Construction Corporation. During 2001, Lane completed its first Design-Build contract at \$8,740,000 for the complete reconstruction of a 10,000 ft runway at Tinker Air Force Base in Oklahoma. This design-build contract would prove to be the beginning of a new era of contracting methods for the company. Along with the tradition hard dollar bids, Lane was now involved in several design-build proposals that relied not only on price but on expertise and methods of construction as well.

2002 – Lane was awarded its largest contract to date, a \$220 million joint venture design-build contract for the Washington Metropolitan Area Transit Authority at Largo, Maryland for the construction of more than 3 miles of cut and cover mass transit line. Acquisitions continued with the purchase of Wardwell Contracting in Maine and Central Florida Hot Mix near Lakeland, Florida. More than \$150 million of contracts are underway in the Carolinas and a major \$37 million runway reconstruction contract at Memphis International Airport.

2002 – In April of 2002, Lane celebrated its 100th year anniversary as a corporation.

2004 - Acquisitions continue with Lane taking over all current contracts of the Martin K. Eby Company in the Orlando, Florida market area. More than \$50 million of work was acquired along with personnel, equipment and a new regional office in Maitland, Florida. New contracts were awarded at the end of 2004 for \$57 million Design-Build in Cary, N.C.; \$62 million to construct the new 5th Runway 10-28 at Atlanta's Hartsfield International Airport and a \$61 million project to reconstruct and widen SR 408 through downtown Orlando, Florida.

2005 - Lane completes more than \$800 million dollars of work with \$200 million of work currently underway at Dulles International Airport in Northern Virginia. Major contracts during 2005 include Reconstruction of Rte 17 in Horseheads, NY for \$61 million and more than \$100 million of new highway work on Interstate 540 Outer Loop around Raleigh in Wake County, NC.

2006 – Record revenues are now approaching more than \$1 billion including notable projects such as the \$125 million widening and reconstruction of SR 408 in Orlando, Florida and more than \$185 million of work to build the new 4th Runway at Dulles International Airport in Virginia.

2007 – Lane continues to be an industry leader with new Design Build projects being awarded including Interstate 77 Reconstruction in Yadkin, NC for \$65 million, a new \$28 million interchange at Arena Drive in Largo, Maryland and a \$21 million reconstruction project on Interstate 40 in Raleigh, NC.

With an enviable reputation for completing projects on time and often well ahead of schedule, Lane has consistently ranked among the top 5 transportation contractors in the nation by *Engineering News-Record* and among the leading five builders of federal highways. Overall, the company is ranked in the top 50 contractors by ENR. Among its peers, Lane holds a prominent reputation for dependability, performance and quality of workmanship.

The Lane employee continues to be the company's greatest asset. Lane recruits and invests in the best people in the industry and supports them with the most advanced training and technology systems available through the L.E.A.D.E.R. program. Lane's many accomplishments throughout its 105 year history can be directly related to the skill, responsibility, and integrity of the entire organization.

After more than a century of successful contracting for both public and private owners, The Lane Construction Corporation still abides by a timeless mission that was imposed by its founder..... "To consistently provide the finest quality projects in the nation through honest and dedicated workmanship while providing a safe work environment for our employees and business associates."