



**Submitted To:**  
*Ohio Department  
of Transportation*

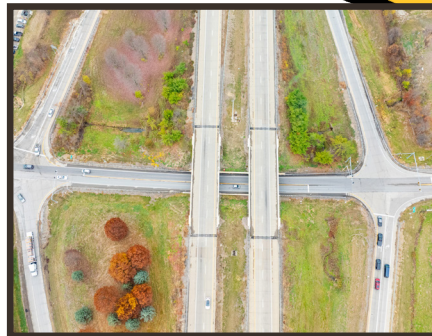
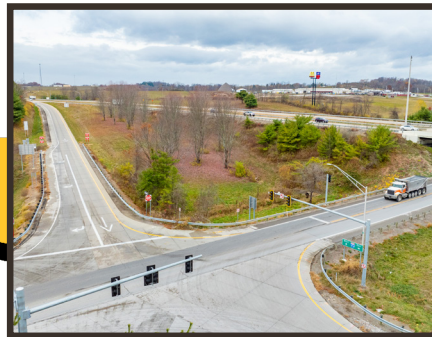
# Statement of Qualifications

## **BEL-70-9.35 Interchange Improvement**

### **Design-Build**

#### **Belmont County, Ohio**

#### **PID 120547**



**Submitted By:**



*In Association With Lead Designer*







# Part A: Introduction

## RFP SECTION 2.5.2



*In Association With Lead Designer*





# THE BEAVER EXCAVATING COMPANY

November 22, 2024

Ohio Department of Transportation  
Office of Alternative Project Delivery, Fourth Floor  
1980 W. Broad Street Mail Stop 5100  
Columbus, OH 43223

## Statement of Qualifications - Project 253000, BEL-70-9.35, Interchange Improvement

The Beaver Excavating Company and TRC Engineers, Inc. (aka the "DBT") are pleased to submit this Statement of Qualifications (SOQ) for review which demonstrates our team's ability to deliver the I-70/SR-149 Interchange Reconstruction project efficiently, safely, and with the best value. The scope of work includes the reconstruction and widening of ramps to and from I-70, as well as SR-149; expansion of SR-149 from two lanes to five (or more) lanes; and extending SR-149 beyond the existing commercial drives. Additionally, the design and construction of any other necessary elements to complete the project will be included.

The Beaver Excavating Company (Beaver) has achieved a long-standing reputation as a leader in heavy civil construction while specializing in complex infrastructure projects that require innovative solutions and meticulous planning. With decades of experience across a wide range of projects, Beaver has consistently demonstrated expertise in managing highway and bridge construction, interchange upgrades, and utility relocations. Enhancing our DBT's ability to deliver this project, Beaver has partnered with TRC Engineers, Inc. staff on several occasions while exploring value engineering and roadway design efficiencies on other projects. Our individual company portfolios showcase a variety of projects for the Ohio Department of Transportation (ODOT) and similar agencies where Beaver and TRC have successfully delivered projects to enhance public safety and efficiency, including the use of Design-Build project delivery.

From the Southern Ohio Veterans Memorial Highway, the largest completed construction contract in ODOT history, to key infrastructure upgrades like the I-70/SR-9 Interchange and I-77/US-30 bridges, Beaver has consistently developed value engineering and innovation. With seasoned Beaver staff assigned to BEL 70-9.35 such as Dan Engelhart and Jeff Wiemken, alongside TRC team members led by Curtis Wood, our team brings extensive experience from similar projects as detailed in Part D - Project Experience of this SOQ. Our team is recognized for its ability to collaborate effectively with designers, stakeholders, and regulatory bodies. In addition, Beaver's commitment to maintaining traffic flow during construction, managing challenging site conditions, and meeting stringent environmental standards highlights our company's dedication to the public.

In closing, The Beaver Excavating Company and TRC Engineers, Inc. are confident in our ability to deliver this I-70 mainline reconstruction project in a safe and efficient manner. We possess a deep understanding of ODOT's goals and priorities, along with those of other stakeholders, allowing us to deliver exceptional results that align with their expectations. Additionally, our current work being completed for the adjacent Love's Truck Stop project which connects to the new I-70/SR-149 project, provides us with valuable insights into the needs of impacted stakeholders and utilities in the area.

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An Equal Opportunity Employer • [www.beaverexcavating.com](http://www.beaverexcavating.com) • [www.beaverconstructors.com](http://www.beaverconstructors.com)

## Statement of Qualifications

BEL-70-9.35 | Interchange Improvement Design-Build

PID 120547



### 1. Point of Contact for the Offeror:

Name: Jeff Wiemken

Title: Senior Project Manager / Market Lead

Address: 2000 Beaver Pl Ave SW, Canton, OH 44706

Phone Number: 330-478-2151 (Office), 419-467-5709 (Mobile)

Email Address: JeffW@beaverexcavating.com

### 2. Lead Contractor Information:

Full Legal Name of Lead Contractor: The Beaver Excavating Company

Beaver Excavating is an Ohio Corporation and will be the sole contracting entity with ODOT.

Company Address: 2000 Beaver Pl Ave SW, Canton, OH 44706

Company Telephone Number: 330-478-2151 (Office)

Contact Person Name: Jeff Wiemken

Contact Person's Phone Number: 419-467-5709 (Mobile)

Contact Person's Email Address: JeffW@beaverexcavating.com

### 3. Lead Designer Information:

Full Legal Name of Lead Designer: TRC Engineers, Inc.

Company Address: 781 Science Blvd., Suite 200, Columbus, OH 43230

Ohio State Board of Registration Number: COA.05422

Project-Specific Contact Name: Curtis Wood

Project-Specific Contact Email: CWood@trccompanies.com

Project-Specific Contact Phone Number: 614-557-5896

### 4. Legal Structure of the Offeror:

Beaver Excavating is an Ohio Corporation and will be the sole contracting entity with ODOT.

### 5. Prequalification Statement:

We confirm that both the Lead Contractor, The Beaver Excavating Company, and the Lead Designer, TRC Engineers, Inc., have remained prequalified with the Department in accordance with all its requirements.

### 6. Commitment of Key Personnel and Firms:

We affirm that the Key Personnel and firms identified in this submittal are committed to meeting the Department's quality standards and project duration expectations.

### 7. Compliance with DBE, OJT, and Nondiscrimination Requirements

We comply with the DBE, OJT goals, and the Department's Nondiscrimination requirements or will willfully withdraw from consideration if, after RFP release, we cannot comply with the goals and policies.

### 8. Conflict of Interest Statement:

We warrant that no members of the Offeror have an organizational conflict of interest, as outlined in Section 4.1 (Conflict of Interest).

Name of Company Signatory: Chad Ratkovich

Company Signatory Signature:

Signatory Company Title: Vice President





# Part B: Project Management, Understanding and Approach

RFP SECTION  
2.5.3



*In Association With Lead Designer*



## RFP 2.5.3, Part B | Project Management, Understanding, and Approach

The Beaver Excavating Company Design-Build Project Team (DBT), led by **Beaver Excavating Company** (Beaver) and supported by Lead Designer **TRC Engineers** (TRC), has extensive experience in the State of Ohio with the design and construction of Interstate projects that include interchanges connecting local stakeholders to the freeway system. Beaver has successfully completed similar projects in District 11, notably BEL-70 ODOT #0563(12) in St. Clairsville, OH (see *Part D - Project Experience*), while TRC recently prepared the design plans for a complete superstructure replacement for BEL-70-26.84 as part of an I-70 rehabilitation contract with the WVDOH (see *Part D - Project Experience*). Further strengthening our ability to deliver this project, Beaver possesses an unmatched knowledge of local utility owners, stakeholders and maintenance of traffic concerns through our current site development project for the new Love's Truck Stop located within the project limits which consists of roadway, earthwork, drainage, water, sanitary, grading, and pavement.



*Beaver's work at the new Love's Truck Stop site adjacent to SR-149 delivers an unmatched familiarity with local stakeholders, utilities, and traffic management issues.*

Our field and project management staff are very familiar with this area and welcome this opportunity to partner with ODOT while safely building a project of exceptional quality. Our DBT is committed to meeting the Department's project goals and providing a cost-effective solution that reduces long-term congestion. Beaver will work closely with TRC to ensure the thorough preparation of our proposal and that the bidding process aligns with the necessary milestones to secure the project award within fiscal year 2025.

We recognize ODOT's goal of creating an award-winning project with zero injuries while safely and efficiently maintaining traffic. Beaver's commitment to safety, along with our award-winning safety program will make this goal a reality for the Department.

**RFP 2.5.3a) - Describe the Offeror's anticipated approach to engagement with the Department during Phase III of the procurement process in a manner that will achieve ODOT's goals related to schedule, including approach to designated meetings/discussions and development of the Technical and Price Proposal.**

On September 4, 2024, staff from Beaver Excavating and TRC Engineers met with ODOT representatives for an informational one-on-one meeting. From this open discussion meeting, our DBT gained further insight into the project which will allow us to proactively focus on its potential risks and develop associated mitigation strategies that will best enable us to deliver on all of the project goals established for this project by ODOT.

Beaver recognizes the importance of meeting the project milestone schedule and will diligently work to ensure timely completion, enabling the project to be awarded by the anticipated date to secure funding.



During Phase III, our DBT will actively engage with the Department through a series of one-on-one meetings, including the Commercial Approach meeting, Alternative Technical Concepts (ATC) meeting, and Proprietary Technical Information (PTI) discussion, as well as reviews of detailed Technical and Price Proposals.

**Commercial Approach One-on-One Meeting** - For the Commercial Approach Meeting, our DBT will prepare an agenda and any relevant exhibits. This meeting will cover current bidding documents, our project approach, upcoming PTI submissions, potential ATCs, and any other topics essential to meeting the project goals.

**Alternative Technical Concepts (ATC) One-on-One Meeting** - Following the Commercial Approach meeting, our DBT members will meet internally to assess preliminary design concepts to propose as ATCs. All distinct ATCs will be submitted to the Department and a confidential ATC One-on-One meeting will be held for evaluation. Our DBT will prepare the meeting agenda and subsequent minutes that document meeting discussions, agreed-upon revisions, and the final disposition of each ATC for the Department's review.

*\*Tentatively, our DBT sees value in  
\*exploring ATCs that eliminate\*  
\*the need for contraflow MOT\*  
\*and accommodate a future\*  
\*third lane, as well as the\*  
\*feasibility of a single span\*  
\*bridge in lieu of a three-span\*  
\*structure.\**

\*An ATC concept tentatively being considered\*

\*includes an approach to eliminate the need for\*

\*contraflow maintenance of traffic and accommodating a future third lane. Another ATC\*

\*concept would involve the use of a single span bridge in lieu of a three-span bridge. These\*

\*ATC concepts aim to streamline the project schedule while potentially reducing planned\*  
\*durations.\*

**Proprietary Technical Information (PTI) Discussion** - The Department's response and guidance at the ATC meeting will guide which ATCs are incorporated into our DBT's Intermediate Technical Proposal to be submitted to the Department for review at the PTI discussion. This proposal will include a general overall description of the Project Approach and Schedule, preliminary traffic maintenance designs, anticipated roadway schematics, anticipated structural designs, and an anticipated open-ended DBE Outreach Plan. The PTI discussion will confirm if the PTI meets the bidding document requirements, with any issues subsequently addressed in the Final Technical Proposal.

Beaver has achieved an acceptance rate of over 50% for ATCs submitted to ODOT on our two most recent pursuits with the Office of Alternative Delivery over the past four years (9 out of 17). We have a strong track record of delivering cost-saving alternatives through various delivery methods, including progressive design-build and Value Engineering Change Proposals (VECPs), consistently providing value to multiple clients and stakeholders.

**Final Technical and Price Proposals** - The Final Technical and Price Proposal will align with the Intermediate Technical Proposal and incorporate any committed enhancements from the SOQ. The DBT will ensure that the Final Technical Proposal is fully responsive to bid documents, aiming to be recommended for Price Proposal opening.

**RFP 2.5.3a)** - *Describe how utility relocation, traffic operations, access to existing businesses, and limitations presented by ROW and NEPA may impact sequencing of design and construction. Describe the DBT's approach to managing these issues and mitigating associated risks. Describe the DBT's anticipated pre-award and post-award processes that will ensure the most cost-effective Project while potentially reducing or eliminating Project risks.*





### **Utility Coordination Meetings - Relocation Plans, Schedule, and Timely Relocation**

Unlike traditional design-bid-build projects where contractors often face delays due to missed utility milestones, Beaver's design-build approach allows us to proactively address utility issues during the design phase which aids in avoiding costly delays and complications.

Coordinating traffic signal wiring and highway lighting within the project footprint, alongside existing utilities, will be a key challenge. Conflicts with buried fiber optic, water, gas, aerial communication, and electric lines will be addressed during the design phase. Using lessons learned from recent projects like WOO-75 and SOVMH, Beaver is well-prepared for effective utility relocation coordination. A comprehensive site survey and utility mapping will kick off the design. Utility coordination will be managed by the DBT Project Manager during both design and construction, with onsite coordination led by Dan Englehart. Beaver will, as needed, assign project engineers for utility owner outreach and documentation, and work directly with the ODOT Utility Contact at District 11 to resolve issues with utility companies. If necessary, onsite meetings will be scheduled to address design and construction decisions. Buildable units will be considered to minimize schedule impacts from utility relocations.

For the Southern Ohio Veterans Memorial Highway Design-Build project (SOVMH/Portsmouth Bypass), Beaver (as part of the Lead Contractor JV) was responsible for coordinating work with over 12 different utility owners. During that effort, the relocation of over 100 specific conflicts was successfully managed at 5 major interchanges and multiple side roads. Through constant communication with the developer, ODOT, and utility owners, Beaver was proactive with the notification of potential delays and successfully shifted sequences and remobilized to other areas of the project to continue working without causing delay. Major relocations included high-voltage power lines as well as an existing 54" concrete waterline with steel lining that needed to be relocated for an MSE/bridge abutment. The DBT for the SOVMH used a designated Utility Manager due to the excessive utility coordination required.

On the WOO-75 Lime City Road Overpass Design-Build project (ODOT (23)3006), Beaver successfully coordinated design efforts with AT&T to prevent relocation delays. Using an Alternative Technical Concept (ATC) approved by ODOT, Beaver implemented 1.5:1 Reinforced Stabilized slopes to work around an existing AT&T pedestal near a directional drill location under I-75. This design coordination avoided 90 days of AT&T design time. Ultimately, AT&T relocated their utility underground rather than aerial due to limited space between the ROW limits and the ditch backslope. Beaver intends to use lessons learned from SOVMH and WOO-75 to help facilitate utility relocation ideas and coordination on BEL-70.

### **Use of Local Stakeholder Coordination Meetings to Maintain Access**

Due to the close proximity of other construction and land development sites at the interchange, specific access agreements may be required for project construction. Beaver has a proven track record of working with government, commercial, and private landowners to secure necessary lease agreements for the duration of projects. For the projects listed in Part D - Project Experience, Beaver has successfully secured numerous individual agreements, including ingress/egress agreements, laydown leases, and waste disposal agreements for millions of cubic yards of excess material on both private and ODOT-owned land.

### **Understanding of Local Traffic Operations**

Leveraging our active construction activity within the project limits, Beaver is familiar with the traffic flow and potential backups at local truck stops, including Pilot, nearby gas stations, hotels, and businesses along SR-149. Traffic control measures, such as clear signage





and optimized signal timing, will be considered to ensure smooth movement, particularly for semi-trucks, through the intersections. Traffic will have a considerable impact on the pace of construction. Beaver's ongoing work with the private developer at Love's Truck Stop will facilitate streamlined coordination with internal accountability to ensure effective collaboration and communication between stakeholders.

### ROW/NEPA Impact on Sequencing of Design and Construction

Beaver recognizes the critical role proactive environmental management plays in project success and will apply proven strategies from past projects to the BEL-70 project. Through early identification and resolution of environmental and permitting challenges, comprehensive training for project personnel, and consistent application of Best Management Practices, Beaver ensures effective compliance. By encouraging collaboration and maintaining open communication with all stakeholders, Beaver's defined procedures allow the DBT to adapt to unanticipated conditions such as weather or regulatory shifts, ensuring the project maintains compliance without major disruptions or delays. Additionally, TRC Environmental will add significant value to the process throughout the design and construction phases.

\*As shown in the table below, Our DBT will explore Buildable Units to mitigate utility and

\*ROW delays for SR-149. Initially, the center span will be widened to accommodate the

\*widening from two to five lanes. With the I-70 work being multi-phased, starting this work

\*first will provide schedule advantages. Addressing the bottleneck at the center span early

\*will also be critical to project success.\*

| Table 1: BUILDABLE UNITS          |  |   |
|-----------------------------------|--|---|
| *BUILDABLE*<br>*UNIT*             | *DESIGN APPROACH*  | *BENEFIT*   |
| *BU 1 -I-70*<br>*Construction*    | *Mainline MOT is independent of*<br>*SR-149. Enable the prompt*<br>*initiation and completion of*<br>*multi-phase bridge work.*  | *The center span completely widened*<br>*before impacting traffic on SR 149.*<br>*No ROW, minimal risk for delays such*<br>*as utility relocation.*   |
| *BU 2 - SR-149*<br>*Construction* | *Allow sufficient time for utility*<br>*coordination and stakeholder*<br>*input, as well as for utility*<br>*relocation, due to potential*<br>*risks in timely cooperation.* | *Shorten construction timeframe by*<br>*allowing utility relocation to be*<br>*completed prior to construction*<br>*activities, lessening the impacts on*<br>*the traveling public. Allows time for*<br>*ROW/NEPA acquisition or resolution.* |

### Pre-Award Processes for a Cost-effective Project While Potentially Reducing or Eliminating Project Risks

A preliminary project CPM schedule will be developed to better understand resource requirements and identify critical path activities. Potential concerns will be identified for high-risk activities, long lead times, procurement risks, and utility relocation timelines. Constructability reviews will ensure smooth project flow and identify efficiencies, particularly where local stakeholders are impacted. MOT phasing will be reviewed to ensure areas of work are completed timely to limit impacts on the traveling public. Finally, a thorough bid review process will be undertaken to evaluate quantities and productions as related to the work. Pricing will be solicited from suppliers and subcontractors to ensure competitiveness while achieving the established DBE goals for the project.



**RFP 2.5.3c) - Describe the DBT's anticipated approach to ensure acceptable quality of the Work (Design and Construction).**

Our team is committed to meeting ODOT's expectations for a high-quality project by implementing a project-specific Quality Management Plan (QMP) to guide proactive quality control and minimize non-conforming work. The QMP, which encompasses the Design Quality Management Plan (DQMP) and Construction Quality Management Plan (CQMP) as shown in Table 2, ensures "doing it right the first time." DBT Project Manager Jeff Wiemken will oversee workforce training, QMP compliance, NCR reduction, and innovative quality enhancements across design and construction.

| <b>Table 2: QUALITY MANAGEMENT PLAN</b>  |  |
|--|--|
| <b>DESIGN QUALITY MANAGEMENT PLAN (DQMP)</b>   | <b>CONSTRUCTION QUALITY MANAGEMENT PLAN (CQMP)</b>   |
| Defines processes and procedures consistent with ISO 9001:2015 and TRC's standard Quality Management Plan.                     | Outlines expectations for each specific Work Plan.   |
| Provides comprehensive discipline checklists and periodic over-the-shoulder review opportunities for ODOT to provide feedback. | Outlines ODOT's applicable C&MS, Proposal Notes, Supplemental Specifications and requirements for material testing, certifications, and reporting. |
| Specifies level, frequency, and method for checking design.  | Defines internal auditing, training, and management review processes.  |
| Defines roles of the designer, contractor and ODOT in the QC process.  | Provides Corrective Action Plans.  |

During field operations, the DBT Construction Manager will directly oversee on-site quality efforts, coordinate closely with crews and lead pre-activity meetings to ensure that quality standards are communicated before work begins. Both the Construction Manager and project staff will have stop-work authority to immediately address safety or quality concerns. Our proposed Construction Manager, Dan Engelhart, constructed and mitigated changes to 22 bridges as part of the SOVMH Design-Build project while organizing 22 buildable unit drawings for structures and over 80 supporting buildable units for civil work. This experience highlights his expertise in interpreting design-build documents and efficiently addressing discrepancies.

The QMP will outline design, construction quality control, verification, and assurance procedures to ensure quality throughout the project. The CQMP will detail project requirements, including ODOT specifications, and the process for submitting work plans, material certifications, and testing documentation. Quality checkpoints will be reviewed in regular internal DBT meetings.

Beaver Excavating values a comprehensive planning approach, with tailored meetings at each stage. Before mobilization, our DBT team will hold a pre-job meeting to review safety, schedule, budget, staffing, and resources. A construction kickoff meeting will follow, fostering collaboration among ODOT, TRC, Beaver, and stakeholders. Weekly Planning Meetings during construction will focus on safety and tasks, while Pre-Activity Meetings will address specific tasks with safety, roles, and schedule details. An ODOT-compliant project schedule will be developed, supported by two-week look-ahead schedules to anticipate resource needs and prepare for tasks. Pull planning sessions will foster collaboration, establish buy-in, and identify conflicts early. Backward pass pull planning will proactively address utility conflicts to ensure smooth coordination and minimize disruptions.



# Part C: Design-Build Project Team

## RFP SECTION 2.5.4



*In Association With Lead Designer*

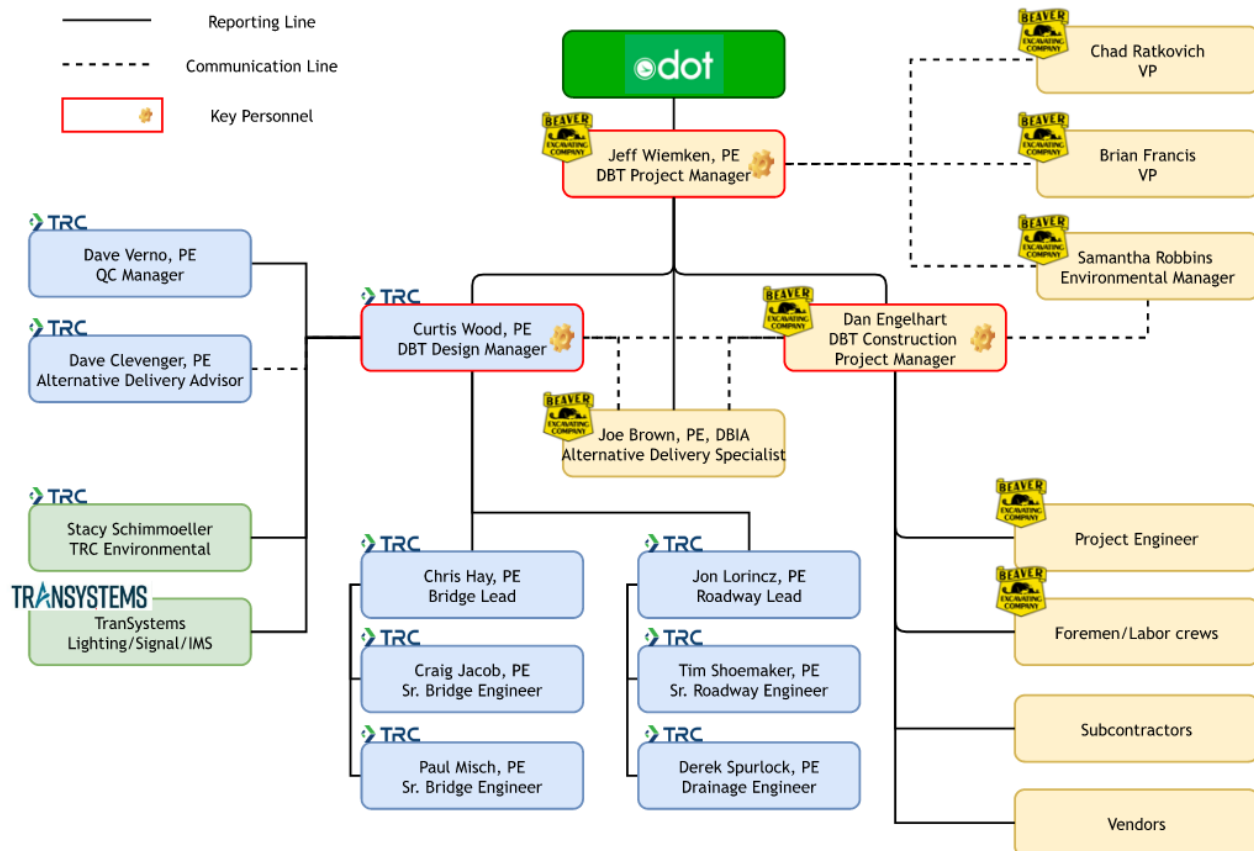




## RFP 2.5.4, Part C | Design-Build Project Team

### RFP 2.5.4.1 | Organization Chart and Narrative

**RFP 2.2.4.1a):** Organizational chart showing the “chain of command” of the required Key Personnel roles proposed for the Offeror’s organization regarding the Project.



**RFP 2.5.4.1b):** Interactions between positions, functions of shown intended roles, and other planned team integration techniques intended.

As represented on the above organization chart, **The Beaver Excavating Company, Inc.** (Beaver) will lead all aspects of the project with **TRC Engineers, Inc. (TRC)** serving as the Lead Design Firm. On the construction side, Beaver will be responsible for constructing the project safely through our self-performed services. Our team is further supplemented by key design team subconsultants **TranSystems Corporation of Ohio** to provide lighting, traffic signal, and IOS/IMS/IJS design support services and **TRC Environmental Corporation** (an affiliate of TRC Engineers) to provide environmental consulting support.

### Position Interactions and Role Functions

The Beaver DBT will be led by **PROJECT MANAGER JEFF WIEMKEN, PE**. Jeff will have overall responsibility for the DBT’s performance, ensure that personnel and resources are allocated effectively, and oversee all contractual matters. His commitment will extend throughout the proposal and procurement phases while facilitating close coordination and communication with Lead Designer TRC, ODOT, and key stakeholders during design. Throughout the



construction phase, Jeff will lead the construction team to ensure continuity and clarity.

Supporting Jeff on the design side as a direct report will be TRC's **LEAD DESIGN ENGINEER, CURTIS WOOD, PHD, PE**. Curtis will oversee all critical design aspects to ensure compliance with the established project requirements, as well as supervise the preparation of construction plans in coordination with Beaver and ODOT. His background includes extensive experience as both an owner's representative and lead designer on similar projects.

Additionally, **DBT CONSTRUCTION MANAGER DAN ENGELHART**, an employee of Beaver Excavating, will manage the entire construction process, including utility coordination. Dan will report directly to Jeff while taking on the primary responsibility for project execution on-site. Dan will also take the lead in documenting accurate as-built records of buried utilities before and after relocation is essential to prevent future conflicts. Beaver utilizes Trimble modeling and GPS technology to precisely capture subsurface conditions.

### **Key Value-Added Functional Roles and Staff**

**VICE PRESIDENT:** Chad Ratkovich of Beaver brings 21 years of industry experience to this project, including extensive expertise in design-build project delivery across the region. He is highly skilled in all aspects of design and construction management and draws on his substantial field experience to provide effective solutions for clients. On BEL-70, Chad will provide value by overseeing project execution, resolving any issues with subcontractors and suppliers, and ensuring the DBT adheres to established project milestones.

**VICE PRESIDENT:** Brian Francis of Beaver specializes in bridge structures and brings offers 27 years of industry experience to our DBT which includes such challenging assignments as the Columbia Parkway, ODOT 77/30, and Tinker's Creek projects. On BEL-70, Brian will apply his expertise in bridge structures and complex project management to navigate challenges involving utility coordination and limited right-of-way areas, ensure effective dispute resolution, and enhance project progress through creative problem-solving and collaboration.

**ENVIRONMENTAL PROGRAM MANAGER:** Samantha Robbins brings 11 years of industry experience to her role as Beaver's company-wide Environmental Manager which is built on her impactful experience as the Environmental Compliance Specialist (ECS) for the SOVMH project. On BEL-70, Samantha shall proactively identify and address environmental issues early, coordinate permitting, and ensure consistent environmental compliance. Her collaborative approach will include the training of site personnel and fostering effective agency coordination to minimize delays and maintain consistent project progress.

**DBT COORDINATOR:** Joe Brown, PE, DBIA, Beaver's Alternative Delivery Specialist, has over 12 years of experience managing major projects, including design-build efforts like SOVMH, Wood-Lime City over I-75, and JEF-7 Mine Grouting. With prior experience along the Belmont County I-70 corridor, Joe is skilled in risk mitigation and CMAR. On BEL-70, Joe shall assist Jeff in leading design reviews, utility coordination, and constructability reviews to ensure alignment between design, construction, and stakeholders.

**ROADWAY DESIGN LEAD:** Jon Lorincz, PE brings 30 years of experience as a design project engineer and project manager for roadway work assignments, including new and rehabilitation projects involving both rural and urban infrastructure assets. While fulfilling his role on this project, he will draw on substantial ODOT and industry experience with geometric design, pavement and MOT design, cost estimating, final plan preparation, development of alignments for new and reconstructed interchanges, road re-alignments and corridor/

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widening studies. His project experience includes innovative solutions such as diverging diamond interchanges, single point urban interchanges, roundabouts, and Michigan lefts. While employed with a previous consultant, Jon worked alongside Beaver staff on the SOVMH Design-Build Project, Segment 4, during the roadway final design.

### Other Team Integration Techniques

Our most successful projects stem from early collaboration during preconstruction and design, coupled with consistent and clear communication. Open and honest dialogue has been the hallmark of every successful project Beaver has completed and is the foundation of each partnering award we've received or been nominated for.

Beaver and TRC will meet regularly to review project progress, confirm upcoming milestones, and work through any potential challenges and associated mitigation efforts. Enhancing this effort, Beaver staff have worked closely with several of TRC's main project design staff on several other projects, notably Lead Design Engineer Curtis Wood and Lead Roadway Engineer Jon Lorincz, which will strengthen the synergy our DBT team brings to this project from day one. Throughout both the preconstruction and construction phases, our DBT will also maintain close collaboration and open communication with utility owners, stakeholders, and ODOT to ensure a smooth successful project outcome that is free of unnecessary delays.

***Beaver staff have worked closely with several of TRC's main project design staff on several other projects which will strengthen the synergy of our DBT team.***

### RFP 2.5.4.2 | General Offeror Experiences

*Describe the general experience of the firms that are part of the Offeror.*



**THE BEAVER EXCAVATING COMPANY** (Beaver) is a full-service construction manager, general contractor, and design-build firm that was founded in 1953 and is based in Canton, Ohio. The company specializes in earthwork, highway construction, concrete foundations, utilities, piling, demolition, and civil services. Today, Beaver defines industry standards in our general building, commercial, industrial, shale gas, geotechnical, and heavy highway services. Beaver was ranked in the Top 3 for Excavation nationally in the 2024 *Engineering News-Record* ranking.

Beaver has a strong reputation for performing quality work and demonstrating the core values on which the company was established - Safety, Quality, Loyalty, Integrity, Pride, Customer Focus, and Community Service. Other factors, such as schedule, the quality of our work, cost control, and creating an open and honest partnership between Beaver and its customers, also play key roles in our project approach.

Beaver has had the opportunity to construct many interchanges and related improvements for ODOT since our founding. Many of these projects have included risks and goals similar to those identified for this Belmont County I-70/SR-149 Interchange Improvement project, including utility relocation coordination, local stakeholder coordination, maintenance of traffic efficiencies, and environmental permitting coordination. Particularly noteworthy was a project completed at the BEL-70 / State Route 9 interchange in St. Clairsville which presented tight right-of-way constraints and complex traffic

***Beaver's past work on the very similar BEL-70/SR-9 Interchange project provides our DBT with valuable insight into handling the traffic challenges of this project.***





patterns, as well as offered us insight into the unique traffic patterns and challenges posed by the heavy truck traffic on Interstate 70.



**TRC ENGINEERS, INC. (TRC)** is part of a global consulting firm whose subsidiaries and affiliates employ more than 7,000 technical professionals and support personnel in 136 offices throughout the U.S. and abroad.

Public and private-sector clients alike depend on TRC to deliver solutions to their toughest infrastructure project challenges across a broad project spectrum that extends from small local-aid projects, interstate highway improvements, and bridge rehabilitations and replacements, to Design-Build and P3 projects with construction costs in the billions. TRC was ranked No. 16 by *Engineering News-Record* in its 2024 Top 500 Design Firm ranking and is pre-qualified with ODOT in numerous design categories. For this particular project, the DBT will leverage TRC's prequalifications in Complex Roadway Design and Level 2 Bridge Design.

In Ohio, TRC provides their comprehensive suite of infrastructure engineering and design services through offices in Cincinnati, Cleveland, and Columbus. Projects have been completed or are ongoing for ODOT Districts 1, 2, 5, 6, 10, 11, and 12 consisting of Interstate mainline reconstructions (i.e. ongoing \$100 million CUY-77-1121), roadway upgrades and safety enhancements, bridge rehabilitations, and complete bridge replacements which have enabled them to forge strong working relationships with ODOT personnel. Completed projects that are notably relevant to the work planned for the I-70/SR-149 Interchange Reconstruction include CUY-90-21.02 and BEL-70-26.84 which are detailed further in Part D - Project Experience of this document.



**TRANSYSTEMS CORPORATION OF OHIO (TRANSYSTEMS)**, with over 1,800 professionals in 70+ U.S. offices, is ranked 14th among the Top Transportation Design firms and 58th among the Top 500

Design firms by *Engineering News-Record*. TranSystems is pre-qualified with ODOT at the highest level in all engineering and environmental categories. For this particular project, the DBT will leverage their prequalifications in Complex Lighting Design, Traffic Signal System Design, and Interchange Operations/Modification/Justification Study (IOS/IMS/IJS).

Operating in Ohio for the past 25 years, TranSystems brings a working relationship with Beaver having contributed 25% of the design for the Southern Ohio Veterans Memorial Highway, including roadway, lighting, drainage and 8 bridges, and served as Designer-of-Record for the LOR-58 Grade Separation DBB whereby they coordinated closely with Beaver on train movement during construction. Key staff include Aaron Grilliot, PE, PTOE (28 years) and Santi Sopraseuth, PE, PTOE (30 years).



**TRC ENVIRONMENTAL CORPORATION** is an ODOT-recognized affiliate of TRC Engineers that has provided environmental consulting services in Ohio through its legacy companies for over 30 years. Prequalified in all of

ODOT's environmental categories, TRC Environmental employs over 65 professionals in Ohio. For the I-70/SR-149 Interchange Reconstruction, their experts bring a specialization in navigating the NEPA processes, including Categorical Exclusion documentation and waterway permitting. Sr. Project Manager Stacy Schimmoeller leads these efforts while leveraging her 18 years of experience. Prior to joining TRC Environmental, Stacy spent 10 years with ODOT's Office of Environmental Services where she coordinated waterway permits and managed environmental compliance programs. She routinely works closely with TRC Engineers' design staff to meet project environmental goals.

## Statement of Qualifications

BEL-70-9.35 | Interchange Improvement Design-Build

PID 120547



### RFP 2.5.4.3 | Key Personnel

*Identification of Key Personnel as described in the Table on page 18 of the RFP.*



**JEFF WIEMKEN, PE** | DBT Project Manager [Registration: OH Professional Engineer, #64628] - Jeff has over 30 years of experience in the heavy highway industry which includes responsibility for bidding and managing projects throughout the states of Ohio, Indiana, and Michigan. Such experience includes rehabilitation, reconstruction, and new construction projects similar to the Belmont County I-70/SR 149 Interchange Improvements. Jeff has longstanding relationships with ODOT and has experience building several interchanges along the I-75, I-80/90, I-475, US-24, US-30, and I-280 corridors. Like the BEL-70-9.35 Interchange Improvement, these ODOT projects included utility coordination, environmental commitments and compliance, maintenance of traffic, and local stakeholder coordination. As a Senior Project Manager with Beaver, he is responsible for overall project delivery and is committed to delivering safe, quality projects while partnering with owners and designers throughout the process. Jeff is currently employed by The Beaver Excavating Company.



**DAN ENGELHART** | DBT Construction Project Manager - Dan has served as an on-site construction project manager with experience spanning over 37 years. He has established himself as one of Beaver's top field construction managers and is currently managing a mainline bridge replacement project on the Ohio Turnpike over Tinkers Creek near Hudson, Ohio. That phased project includes work adjacent to environmentally sensitive areas with a restricted 10-foot access ROW. Dan is responsible for managing the construction effort on a full-time basis from the project field office. For BEL-70-9.35, he will use his extensive field experience to effectively manage the overall project, with Beaver field personnel reporting directly to him regarding their responsibilities for the bridge, roadway, MOT, and subcontractors. Dan is currently employed by The Beaver Excavating Company.



**CURTIS J. WOOD, PHD, PE** | DBT Lead Design Engineer [Registration: OH Professional Engineer, #69704] - Curtis has 24 years of experience consisting of project management, design, inspection, and rehabilitation of complex structures. He previously spent over 10 years with ODOT and thus offers a unique insight as to what the Department desires from its consultants. As a Senior Design Project Manager with TRC, he has been tasked with delivering several recent high-profile projects, including the ongoing \$100 million CUY-77-1121 Project (3 miles of IR-77 pavement replacement/widening) for ODOT, the recently completed SR151 over G&W Railroad (HAS-151-04.85) Design-Build project for ODOT, and Quality Management Services for a \$225 million I-64 Widening Design-Build project in West Virginia which is being closed out. Having worked with Beaver staff on several Value Engineering Change Proposal (VECP) efforts, his addition as a key member of the DBT will greatly enhance the level of efficiency, collaboration, and synergy that TRC and Beaver will exercise in delivering this project. Curtis is currently employed by TRC Engineers, Inc.



# Part D: Project Experience

RFP SECTION  
2.5.5



*In Association With Lead Designer*







**Representative Firm**



**Owner**

Ohio Department of  
Transportation - District 9

**Owner Contact Information**

Eric Kahlig, P.E.

(614) 387-2406

[eric.kahlig@dot.ohio.gov](mailto:eric.kahlig@dot.ohio.gov)

**Owner's Project Number**

3000(14)

**Contract Type**

P3/DBFOM

**Project Role**

Lead Contractor - Joint Venture

**Project Contract Value**

\$429,000,000 (Construction)

**Percent of Contract Performed**

100%

**Dates of Construction**

06/24/2015 - 12/14/2018

**Original Scheduled Completion**

**Deadline**

N/A

**Actual Completion Date**

12/14/2018

**Key Personnel for BEL-70-9.35**

- Dan Engelhart - *Structures Superintendent*
- Curtis Wood, PhD, PE - *Construction Engineering*

**Key Value-Added Personnel for BEL-70-9.35**

- Jon Lorincz, PE - *Lead Roadway Engineer*
- Joe Brown - *Project Engineer*
- Chad Ratkovich - *PM*
- Brian Francis - *Senior PM*
- Samantha Robbins - *Environ. Compliance Specialist*

## SR-823, Southern Ohio Veterans Memorial Highway | Portsmouth, OH



**GENERAL DESCRIPTION OF THE OVERALL PROJECT**

The Southern Ohio Veterans Memorial Highway (SOVMH) is the largest completed construction contract by ODOT and the first P3 project in Ohio. In addition, due to over 21 million cubic yards of excavation on the project, it also ranks as the largest earthwork project in ODOT history. The project consists of more than 16 miles of new four-lane divided highway, which links U.S. 23 near Lucasville to U.S. 52 at Wheelersburg.

As part of a Joint Venture, Beaver completed all mass excavation, major drainage, and bridge construction activities. Construction of the 22 bridges was led by Structures Superintendent Dan Engelhart and required over 330,000 square feet of MSE walls, 16 structures with precast concrete beams, five structures with steel plate girders, and one CON/SPAN arch.

The Beaver-led JV successfully managed several key challenges such as significantly skewed structures, the erection of concrete beams exceeding 175 feet in length while working in a constrained footprint, and the construction of four bridges over active rail tracks. Most structures were designed to be supported by pre-bored pile or drilled shaft foundations which facilitated straightforward installation within the shallow rock formations.

Close collaboration with the designer, early coordination with an independent quality firm, ODOT staff, and stringent quality oversight allowed close working relationships to be developed which were key



to an efficient construction start in the field and ultimately led to a successful project that was delivered ahead of schedule.



*The JV's ability to manage over 100 utility conflicts without delays allowed construction to finish a year early.*

As a greenfield project, the SOVMH included the construction of five major interchanges, two of which connected to active highways at U.S. 23 and U.S. 52 in Scioto County. These required bridge construction in live traffic, along with extensive Maintenance of Traffic (MOT) measures to phase the work and maintain public safety through the work zone. A comprehensive traffic management plan, coupled with clear communication between the project team and ODOT, ensured the public remained informed of any travel impacts. Beaver's design included calculating optimal truck speeds on Appalachian routes for trucks to safely and efficiently traverse profile grades across challenging terrain.

Environmental considerations played a critical role with over 400 environmental commitments identified through the NEPA process and federal, state, and local permits that arose during the design and construction. Samantha Robbins, who handled permitting on this massive project, will leverage that experience to the benefit of BEL-70-9.35 as Beaver's Environmental Program Manager. Key practices that proved essential to the project's success in this regard included site-specific training for personnel, daily environmental observations, diligent SWPPP/SPCC inspections and follow-ups, weekly design and construction meetings, monthly meetings with ODOT and consultants, progress reports, and regular agency coordination and site visits. Close coordination with the County Engineer also ensured that excavation work and overpass construction adhered to right-of-way requirements and local infrastructure needs.

### RELEVANCY TO BEL-70-9.35

- Design-Build
- Bridge construction
- Environmental regulation compliance
- Active traffic construction

### PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES

- Successfully addressed skewed structures and tight workspaces through early planning and collaboration with designers and oversight teams.
- Conducted bridge work at U.S. 23 and U.S. 52 in live traffic with MOT plans to ensure safety and maintain flow. Traffic design accounted for heavy truck traffic
- Coordinated with local authorities to manage environmental factors and ROW limitations during excavation and bridge construction.
- Mitigated over 100 utility conflicts on the project with 12 different utility owners.

### AWARDS / PROJECT RECOGNITION

- 2019 Dispute Resolution Board Foundation, Excellence in Dispute Board Avoidance & Resolution Award Category 3 - (Project budget over \$250 million)
- 2019 Engineering News Record - Midwest Best Highway Projects Award Winner
- 2020 ACEC Ohio Engineering Excellence Project of the Year
- 2018 ASHE Great Lakes Region Outstanding Highway Project



**Representative Firm**



**Owner**

Ohio Department of  
Transportation - District 4

**Owner Contact Information**

John Roberts, P.E.

(330) 807-9593

[john.roberts@dot.ohio.gov](mailto:john.roberts@dot.ohio.gov)

**Owner's Project Number**

0328(19)

**Contract Type**

Design-Bid-Build

**Project Role**

Prime Contractor

**Project Contract Value**

\$60,457,304 (Construction)

**Percent of Contract Performed**

100%

**Dates of Construction**

07/12/2019 - 06/30/2024

**Original Scheduled Completion**

**Deadline**

08/23/2023

**Actual Completion Date**

06/30/2024

**Key Personnel for BEL-70-9.35**

- Dan Engelhart - *Structures Superintendent*

**Key Value-Added Personnel for BEL-70-9.35**

- Brian Francis - *Vice President*

## ODOT 77/30 Bridge Reconstruction | Canton, OH



**GENERAL DESCRIPTION OF THE OVERALL PROJECT**

The I-77/ US-30 Bridge Reconstruction project, led by Project Superintendent Dan Engelhart and overseen by ODOT District 4, involved the reconstruction of critical bridge structures over a duration from July 2019 to substantial completion in August of 2023. The project involved the full reconstruction of two bridges (one radial ramp bridge and one mainline set) and the re-decking of one mainline set of bridges with minor abutment work. The project also included minor rehabilitation of 11 additional bridge sets and the replacement of a 72-inch sanitary sewer relocation with cast-in-place junction chambers 15' below static groundwater elevation. Maintenance of traffic was broken into 5 phases through the heavily travel I-77 and US-30 interchange in Canton, OH which required many permanent and temporary zones to complete the work.

The reconstructed bridges over Nimishillen Creek presented unique environmental challenges due to an underground confined aquifer that produced artesian conditions when punctured. Extensive dewatering was required, with 12 wells installed that each pumped 3 million gallons of water daily that was safely discharged into Nimishillen Creek after rigorous water testing to meet EPA and SWPPP standards. Bridge piers, constructed close to the creek, required careful containment of construction materials to protect the waterway.





*Custom chain-hoist system being used to remove a bridge girder in tight ROW conditions.*

Faced with challenging ground conditions and costly drilled shaft requirements for the STA-77-0936 structure, ODOT, Gannett Fleming (designer), and Beaver collaborated to develop a more cost-effective solution by using Continuous Flight Auger (CFA) cast piles for the pier foundation - marking the first bridge in ODOT's history to use this foundation type. ODOT approved the CFA method which resolved soil issues, met design requirements, and reduced time and costs. Dan Englehart played a key role in implementing this solution. Additionally, Beaver's value engineering proposal replaced geofoam backfill with Elastizell lightweight concrete fill which further enhanced project efficiency.

Maintenance of traffic always required travel in both directions which required that unique construction methods be used. Phase 2 of the project required widening of a bridge deck in the median with traffic on both shoulders which entailed the removal of an existing bridge girder underneath an existing flyover ramp bridge. Beaver engineered a unique chain-hoist system to fit within the 23' work area to lift in order to remove and then lower the girder due to the overhead obstruction. This project is an instance in

which traffic control was the top priority and Beaver was able to find a unique solution to the challenge to meet ODOT's goals.

The work was substantially complete by the original completion date and all lanes of traffic were open. The completion date needed to be extended due to the need for proper temperature achievement for final resurfacing.

#### **RELEVANCY TO BEL-70-9.35**

- Limited ROW construction
- Bridge construction
- Environmental regulation compliance
- Active traffic construction

#### **PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES**

- Installed 12 dewatering wells, each producing 3 million gallons daily, to manage artesian aquifer conditions and safely discharge into Nimishillen Creek, ensuring EPA and SWPPP / Permit compliance.
- Executed 5 MOT phases, including the use of a custom chain-hoist system to remove a bridge girder in tight ROW conditions, to maintain traffic flow on I-77 and US-30.
- New ramp configuration helped with traffic efficiency and safe decision making on the clover leaf ramp design.

## **Representative Firm**



### **Owner**

Ohio Department of  
Transportation - District 1

### **Owner Contact Information**

Chris Hughes  
(419) 222-9055  
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### **Owner's Project Number**

001(17)

### **Contract Type**

Design-Bid-Build

### **Project Role**

Prime Contractor

### **Project Contract Value**

\$116,662,353 (Construction)

### **Percent of Contract Performed**

100%

### **Dates of Construction**

03/1/2017 - 10/14/2020

### **Original Scheduled Completion**

#### **Deadline**

05/31/2020

### **Actual Completion Date**

10/14/2020

### **Key Value-Added Personnel for BEL-70-9.35**

- Joe Brown - *Support Estimator*
- Brian Francis - *Vice President*

## **ODOT I-75 Reconstruction | Findley, OH**



### **GENERAL DESCRIPTION OF THE OVERALL PROJECT**

This project involved approximately 5.13 miles of interstate reconstruction on I-75, including conversion of the roadway from four lanes to six lanes and reconfiguring the I-75 and US 68/S.R. 15 interchange. Additionally, it encompassed the reconstruction of about 0.9 miles of US 68/S.R. 15 leading to the I-75 interchange. The work also entailed realigning Lima Avenue beneath US 68/S.R. 15 and constructing a tight-diamond interchange with roundabouts to replace the existing Lima Avenue interchange with US 68/S.R. 15.

To accommodate the new six-lane section on I-75, the project required a reconstruction of the Harrison Street overpass and the realignment of ramps at the SR 12 and US-224 interchanges.

The project additionally replaced 12 bridges, necessitated new drainage infrastructure, including the largest plate arch culvert installed in Ohio, and added lighting, retaining walls, and noise barriers. Three of the reconstructed bridges spanned Norfolk Southern (NS) railroad tracks which required extensive coordination with the railroad for submittals and approvals before commencing work. Beaver personnel closely collaborated with NS to ensure safe and efficient operations during active construction.

Beaver personnel also worked closely with ODOT to mitigate delays throughout the project. Compensable weather delays, combined with utility relocations



managed by others, extended the original project schedule by approximately five (5) months. However, efforts to minimize impacts led to the project lanes being open to traffic and fully operational before the winter season which resulted in reduced costs and maintenance for the ODOT.

Due to AT&T utility conflicts at the I-75/Lima Avenue Interchange, ODOT and Beaver agreed to accelerate the project timeline which allowed unrestricted access to the roadway by December 10, 2019 - three (3) months ahead of the original March 18, 2020 target date. To achieve this expedited schedule, ODOT and Beaver partnered to agree to terms to mitigate the potential delay impacts to the project.

The contract completion date was extended by time extension due to issues outside the control of the contractor, including Utility Delays and a design issue with the skew of a mainline bridge. Despite this issue, Beaver was still successful in meeting the “All Lanes Open” date milestone for the schedule before inclement weather. Beaver successfully changed the phasing of the project using the Asphalt Pavement Option which mitigated the schedule delay up-front and saved ODOT \$250,000 in VECF.

#### **RELEVANCY TO BEL-70-9.35**

- Interchange construction
- Bridge construction
- Active traffic construction
- Dispute resolution

#### **PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES**

- Reconstructed 0.9 miles of US 68/S.R. 15, realigned Lima Avenue, and built a tight-diamond interchange with roundabouts to improve traffic flow and safety.
- Coordinated with Norfolk Southern for the construction of three bridges over active rail lines, ensuring safe operations.
- Worked with ODOT to mitigate utility relocation delays and design issues, opening lanes before winter to reduce costs and maintenance.
- Floodplain permitting impacted needed borrow areas for the Project.
- Installation and construction of two roundabouts at the interchange increased traffic efficiency.







**Representative Firm**



**Owner**

Ohio Department of  
Transportation - District 11

**Owner Contact Information**

Brett Porter

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[brett.porter@dot.ohio.gov](mailto:brett.porter@dot.ohio.gov)

**Owner's Project Number**

656(12)

**Contract Type**

Design-Bid-Build

**Project Role**

Prime Contractor

**Project Contract Value**

\$10,000,000 (Construction)

**Percent of Contract Performed**

100%

**Dates of Construction**

02/13/2013 - 11/15/2015

**Original Scheduled Completion**

**Deadline**

11/12/2014

**Actual Completion Date**

11/11/2015

**Key Personnel for BEL-70-9.35**

- Curtis Wood, PhD, PE - *VECP Design Engineer*

**Key Value-Added Personnel for BEL-70-9.35**

- Joe Brown - *Assistant PM*
- Brian Francis - *Senior PM*
- Chad Ratkovich - *Senior PM*
- Chris Hay, PE - *VECP Engineer*

## ODOT I-70 / SR-9 Interchange | St. Clairsville, OH



**GENERAL DESCRIPTION OF THE OVERALL PROJECT**

The ODOT I-70 / SR-9 Interchange Project 656(12), located in District 11, involved improving 0.7 miles of Interstate 70, replacing two key structures (BEL-70-1817 over SR-9 and BEL-70-1783 over the National Road Bikeway), and realigning and lengthening Ramp B. The project started with an initial value of \$9.6 million and a final cost of \$10 million.

Innovative engineering solutions were key to the project's success. This project included the first VECP in District 11. Value engineering helped reduce costs and improve efficiency by installing 24-inch drilled shafts in lieu of cast-in-place spread footers and using 36-inch drilled shafts instead of H-piles for one structure. This adjustment led to an ODOT savings of \$75,000. Additionally, because of the limited right of way and permit constraints, we used a Tow Motor Fork Lift to set 16' x 12' pre-cast arches improved the ease of installation.

The project required complex demolition and reconstruction, including removing four bridges and implementing phased Maintenance of Traffic (MOT) to reduce public disruption. Key improvements included 245 feet of 10' x 6' box culverts, 184 feet of 16' x 12' pre-cast arches, and over 1,300 linear feet of drilled shafts, enhancing connectivity and safety along this corridor.

Managing heavy truck traffic near a steep grade (+5.00%) was challenging, requiring early zone adjustments to help trucks regain speed before rush hour. Occasional accidents prompted traffic diversions using flagging, which, in collaboration with emergency services and ODOT, helped maintain traffic flow. The MOT also included a temporary bridge to shift traffic during phased construction, a challenge similar to the upcoming SR-149/I-70 bridge



*Grading near an active intersection, with phased bridge construction underway in the background*

rebuild. Maintaining pedestrian traffic on the National Bikeway was a challenge to keep recreation open and avoid a lengthy detour of the scenic bikeway similar to the pedestrian traffic that may be noticeable under I70 on SR-139.

Beaver helped mitigate delays associated with an unmarked communication line that conflicted with the drilled shafts ultimately delaying the foundations of the eastbound bridge. Early notifications were sent to ODOT, and mitigation options were developed before on-site meetings. On-site discussions between

ODOT officials and Beaver managers helped expedite solutions to project issues. Efforts to reduce the risk of claims included collaborative meetings where both teams worked together to identify the best path forward. Timely responses to engineered changes were crucial for maintaining progress while delaying subcontractor equipment mobilization helped minimize cost impacts to the project.

The project was delayed approximately one year due to excusable delays, including weather and utilities. Regardless of the delay - Beaver worked with ODOT to accelerate the schedule and get Eastbound traffic into a safe and normal pattern before winter weather at the end of 2014 to mitigate.

#### **RELEVANCY TO BEL-70-9.35**

- Interchange construction
- Bridge construction
- Active traffic construction
- Dispute resolution
- Demolition at phase line, including temporary piers to support the deck and traffic

#### **PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES**

- Replaced key structures over SR-9 and the National Road Bikeway and realigned Ramp B for improved traffic flow.
- Value engineering adjustments saved ODOT \$75,000 by using 24" and 36" drilled shafts, reducing costs and project duration.
- Managed demolition of four bridges and executed phased MOT plans to ensure minimal public disruption.
- Installed significant quantities of box culverts, pre-cast arches, and drilled shafts, enhancing the structural integrity of the interchange.
- Coordination with utilities to mitigate delay.



**Representative Firm**



**Owner**

City of Cincinnati

**Owner Contact Information**

Richard Pohana

(513) 352-5278

[rich.pohana@cincinnati.oh.gov](mailto:rich.pohana@cincinnati.oh.gov)

**Owner's Project Number**

191C009106

**Contract Type**

Progressive Design-Build

**Project Role**

Prime Contractor

**Project Contract Value**

\$17,500,000 (Construction)

**Percent of Contract Performed**

100%

**Dates of Construction**

2019 - 2021

**Original Scheduled Completion**

**Deadline**

12/2020

**Actual Completion Date**

12/2021

**Key Value-Added Personnel for**

**BEL-70-9.35**

- Brian Francis - *Vice President*
- Chad Ratkovich - *Senior PM*

## Columbia Parkway Landslide Remediation | Cincinnati, OH



### GENERAL DESCRIPTION OF THE OVERALL PROJECT

The project team addressed the challenges associated with the Bains to Torrence progressive Design-Build project which involved stabilizing landslides along Columbia Parkway. Through a collaborative effort with the City of Cincinnati, Beaver used a two-phase progressive Design-Build delivery approach that facilitated early identification of project goals and allowed for effective construction planning before finalizing costs.

Project work was effectively re-sequenced through a two-phase progressive design-build approach which allowed the project team to identify and address potential delays early, including those related to utility relocations. By coordinating with Greater Cincinnati Water Works, Cincinnati Bell and Duke Energy, the team minimized interruptions by integrating utility needs into the project schedule from the start, thus reducing potential delays.

The needs of local stakeholders were also incorporated into the project planning. This proactive coordination and communication with stakeholders not only ensured their operations and interests were considered, but enhanced community safety and accessibility throughout construction.





The tailored stabilization solutions included soldier pile and lagging walls in Area 10 which were designed to support surcharge materials while aesthetically mimicking the historic walls from the 1930s. In other areas, soil nails and wire mesh were implemented to provide deep stabilization and surface support which enhanced both structural integrity and visual appeal. The implementation of Turf Reinforcement Matting (TRM) and high binder hydroseeding further rehabilitated disturbed areas and contributed to the project's environmental considerations.

Close communication and coordination with the designers and City throughout the project helped eliminate numerous potential change orders by incorporating adjustments directly into the progressive design-build pricing. Beaver's proactive planning and collaborative efforts ultimately enabled the timely completion of this critical project, thus demonstrating that a commitment to safety, efficiency, and effective management of community impacts lead to positive results.

Project completion was delayed because the city preferred not to start a new segment during the winter months due to concerns about potential landslides. Additional delays occurred due to COVID-19 which ultimately pushed the project's completion to winter 2021.

#### **RELEVANCY TO BEL-70-9.35**

- Design-Build
- Active traffic construction
- Utility coordination
- Dispute resolution

#### **PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES**

- Collaborated with stakeholders to minimize utility relocation impacts in the stabilization strategy.
- Designed soldier pile and lagging walls to support surcharges while matching historic aesthetics.
- Used soil nails and wire mesh for deep stabilization and surface support, enhancing structural and environmental outcomes.

#### **AWARDS / PROJECT RECOGNITION**

- 2023 ACEC Ohio Engineering Excellence Honor Award



**Representative Firm**



**Owner**

Ohio Department of  
Transportation - District 11

**Owner Contact Information**

Raymond Trivoli, PE  
District Bridge Engineer  
(330) 308-6905  
[Raymond.Trivoli@dot.ohio.gov](mailto:Raymond.Trivoli@dot.ohio.gov)

**Owner's Project Number**

100038

**Contract Type**

Design-Build

**Project Role**

DBT Lead Designer

**Project Contract Value**

\$749,596 (Design)

**Percent of Contract Performed**

88%

**Dates of Design**

01/2022 - 03/2023

**Original Scheduled Completion**

**Deadline**

10/2023

**Actual Completion Date**

05/2024

**Key Personnel for BEL-70-9.35**

Curtis Wood, PhD, PE - *Project Manager*

**Key Value-Added Personnel for BEL-70-9.35**

- Craig Jacob, PE - *Sr. Bridge Engineer*
- Chris Hay, PE - *Bridge Engineer*
- Stacy Schimmoeller - *Environmental Lead*

## SR151 over G&W Railroad (HAS-151-04.85) Design- Build | Harrison County, OH



### GENERAL DESCRIPTION OF THE OVERALL PROJECT

Led by TRC Design Manager Curtis Wood, PhD, PE, TRC served as the DBT's Lead Designer for this bridge replacement Design-Build project.

The existing six-span structure included an integral straddle-bent, difficult horizontal and vertical clearance configurations, and sight distance constraints due to adjacent intersections. It was situated on a horizontal curvature and highly skewed to the Genesee and Wyoming railroad crossing. While the resulting constructed structure designed by TRC follows the existing alignment, it only has one straddle bent over the railroad instead of the six straddle bents of the existing bridge. Multiple foundation types were designed due to variable rock depths and skewed slopes. In addition to the design plans, TRC staff completed Finite Element Modeling (FEM) of the bridge using MIDAS software.

The design proposed and implemented by TRC saved 24% (approximately \$6.8 million versus \$8.5 million) compared to the second place bid by recognizing the risks associated with poor geotechnical material. TRC's design involved lengthening the structure to avoid the poor soils which would have added substantial costs to the project.

## Statement of Qualifications

BEL-70-9.35 | Interchange Improvement Design-Build

PID 120547



TRC effectively coordinated with the contractor to deliver buildable units based on ordering lead times and contractor requirements. The bridge's superstructure and substructure were divided into separate buildable units due to the lead time required for galvanized steel beam fabrication.

### RELEVANCY TO BEL-70-9.35

- Design-Build project in District 11.
- Project involved a complete structure replacement.

### PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES

- The project included several items (girders and bearings) that necessitated longer lead times for delivery. To mitigate the potential impact to the overall project schedule, the bridge was divided into buildable units for the superstructure and substructure which allowed those items with longer lead times to be finalized prior to the foundations.
- Pier locations were coordinated with potential utility relocation positions.
- All utility impacts were communicated with the contractor early in the design process.
- Per the project scope, S.R. 151 was detoured during the bridge replacement.
- The design was developed to stay within the existing ROW limits.
- TRC's environmental staff were engaged to ensure that the design met the approved environmental clearance requirements provided by ODOT at the time of bid.







**Representative Firm**



**Owner**

Ohio Department of  
Transportation - District 12

**Owner Contact Information**

Erika Kenzig, P.E.  
Project Manager  
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**Owner's Project Number**

30181, PID 103821

**Contract Type**

Design-Bid-Build

**Project Role**

Prime Design Consultant

**Project Contract Value**

\$472,464 (Design)

**Percent of Contract Performed**

80%

**Dates of Design**

06/2017 - 12/2019

**Original Scheduled Completion**

**Deadline**

09/2018

**Actual Completion Date**

12/2019

## MLK Jr. Drive Safety Improvements (CUY-090- 21.02) | Cleveland, OH



### GENERAL DESCRIPTION OF THE OVERALL PROJECT

TRC worked with ODOT to design various safety and capacity improvements for the MLK corridor. Development of the recommended improvements came out of an ODOT Safety Study along the I-90 corridor which encompassed a stretch of the interstate where three interchanges are located. The improvements were aimed at reducing traffic crashes at the interchange and included the following:

- Extending the two SB travel lanes on MLK Jr. Drive south to East Boulevard
- Signalizing the EB and WB Ramp intersections
- Revising the EB Exit Ramp lane use from a left turn lane and a right-turn lane to a shared left/right-turn lane and a right-turn lane
- Widening the WB Exit Ramp to accommodate dual left-turn lanes
- Providing dedicated left-turn lanes on MLK Jr. Drive at the EB Ramp intersection and the North Marginal Road intersection,
- Channelizing the NB right turn lane along MLK Jr. Drive to the EB Entrance Ramp.

Design elements included horizontal and vertical geometry design that reused the existing pavement base, cross section design, signal design, and signing and pavement marking design. Drainage analysis and design were also completed within the interchange

which included the installation of several new catch basins to reduce existing gutter spreads and create a safer driving surface during storm events. This project also enhanced bicycle and pedestrian access to Lake Erie by visually enhancing and physically extending the existing multiuse path that existing along the west side of MLK Jr. Drive.

Each staged submittal date was met on the project. TRC initiated advance negotiation of the fee for final design so the authorization could be issued immediately upon approval of the expedited environmental process and documentation to comply with federal funding guidelines. TRC completed the Stage 3 plans in 10 weeks and issued PS&E plans on time. The construction cost estimate was within the District's budget, including transportation enhancements which had a limited cap.

The project's location, adjacent to Cleveland Metroparks and City of Cleveland park facilities and encompassing a local road under the jurisdiction of the City of Cleveland Engineering and Construction section required coordination with multiple agencies in order to progress the project through development. Additionally, TRC successfully coordinated with the Norfolk Southern railroad, CPP, NEORS, CWD and multiple private utility owners regarding project impacts to their facilities.

#### **RELEVANCY TO BEL-70-9.35**

- Design of operational efficiency and capacity improvements similar to an Interchange Modification Project.
- Addressed traffic operations, stakeholder communication/ coordination, and environmental considerations.

#### **PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES**

- Early coordination with utility companies.
- Early agency coordination: ODNR, 4(f), Section 106 and ESA screening.
- MOT scheme was based on ODOT's PLCC requirements for part-width construction.
- MOT was designed while keeping in mind the queuing on ramps and the need to maintain capacity and safety.
- Proposed improvements were designed for completion within the existing ROW.





**Representative Firm**



**Owner**

West Virginia Division of Highways

**Owner Contact Information**

Feras Tolaymat, PE

Section Head

(304) 414-6487

[Feras.Tolaymat@wv.gov](mailto:Feras.Tolaymat@wv.gov)

**Owner's Project Number**

S335-70-0.01 00

**Contract Type**

Design-Bid-Build

**Project Role**

Design Subconsultant (bridge and roadway design, NEPA compliance and §404/401 permitting)

**Project Contract Value**

\$3,400,000 (Design)

**Percent of Contract Performed**

25% of overall project as sub  
100% of contracted portion

**Dates of Design**

10/2018 - 05/2019

**Original Scheduled Completion**

**Deadline**

05/2019

**Actual Completion Date**

05/2019 - Design

12/2019 - R/W Revisions

**Key Personnel for BEL-70-9.35**

Curtis Wood, PhD, PE - Sr. Project Engineer

**Key Value-Added Personnel for BEL-70-9.35**

- David Verno, PE - Bridge PM
- Chris Hay, PE - Bridge Engineer
- Tim Shoemaker, PE - Sr. Roadway Engineer
- Derek Spurlock, PE - Roadway Engineer

## I-70 Bridges Rehabilitations | Ohio County, WV - Belmont County, OH



**GENERAL DESCRIPTION OF THE OVERALL PROJECT**

This \$214-million project involved enhancing and preserving the life of structures along the I-70 corridor from West Virginia to Ohio. A total of 24 bridges were rehabilitated and two bridges were fully replaced.

Prior to joining the DBB Team as a subconsultant, **TRC served as the lead design consultant on the initial winning Design-Build team** for a project scope that involved the rehabilitation of 26 structures across the same I-70 corridor. The contract was ultimately not awarded as the WVDOH decided post-bid that the project was too costly as bid (\$275 million) and elected to complete the project using a reduced scope via traditional design-bid-build (DBB) development.

Due to the **compressed six-month design schedule**, TRC was added as a subconsultant to the DBB design team to develop the **contract plans for seven bridges** (six in West Virginia and one in Ohio) that were part of the overall rehabilitation effort. TRC's associated work consisted of one superstructure replacement and four deck replacements, along with the rehabilitation of substructure units, joint replacements, use of link slabs, semi-integral abutment conversions, structural steel repairs, bridge load ratings and nominal roadway work on all seven structures. Complicated by an





accelerated six-month schedule, the work required close coordination with the WVDOH, ODOT, various TRC offices and other design consultant team members.

TRC also led the efforts to prepare the needed project **documentation for NEPA compliance and §404/401 permitting** which included the reevaluation, revision, and completion of new Categorical Exclusion (CE) documents for the entire project. Two WVDOH §404/401 permitting packages were prepared for submittal under the Nationwide Permit 3 with Section 401 approval for the state of WV. The proposed project was cleared within the expedited 6-month timeframe prior to construction. Assigned structures included the following:

**BEL-70-26.84:** The BEL-70-26.84 structure in Belmont County, Ohio has 7 spans and an overall length of 620 feet. It crosses Wheeling Creek, South Lincoln Ave., SR 7, the Wheeling and Lake Erie Railroad, and the Norfolk Southern Railroad. The entire superstructure, including concrete deck, concrete barrier parapets, steel beams, expansions joints and bearings and rear abutment backwall, were replaced. The new steel beams are of higher strength steel than existing so the number of beam lines could be reduced from 13 to 10 and achieve a substantial cost savings. The bridge was constructed without a center joint allowing a single median concrete barrier to be used for safety. The rear abutment was rehabilitated with a new backwall and new full-width approach slab. New PTFE elastomeric bearings were used to limit loading additions due to bearing type changes. Substructure units were also repaired, and bridge seats raised due to the shorter elastomeric bearings compared to the original steel rocker bearings. Rehabilitation was done under part-width construction.

**Elby's, Greenwood Cemetery and Elm Grove Interchange Bridges:** Three additional bridges in West Virginia that were completed by TRC involved the rehabilitation of twin structures. The Elby's bridges involved the patching of substructures, abutment conversion to semi-integral, new elastomeric bearings and elimination of deck joints. The Greenwood Cemetery bridges involved rehabilitation of the substructures, redecking of a riveted plate girder, abutment conversion to semi-integral, and the installation of new elastomeric bearings. The Elm Grove Interchange bridges involved substructure repair, redecking of welded plate girders, abutment conversion to semi-integral, new elastomeric bearings and elimination of deck joints. All substructures were analyzed for the changes in loading due to joint eliminations and bearing type changes.

#### **RELEVANCY TO BEL-70-9.35**

- Although completed for the WVDOH, TRC staff coordinated closely with ODOT District 11 as one of the structures (BEL-70-26.84) was located in Ohio and built under ODOT standards.
- Significant maintenance of traffic coordination on the I-70 corridor.

#### **PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES**

- Coordination with TRC construction contacts was required to determine feasible mainline I-70 bridge construction sequencing. These lessons will be applied to the BEL-70-9.35 designs to maximize construction efficiency.
- TRC performed all NEPA and permitting work for the entire project.

#### **AWARDS / PROJECT RECOGNITION**

- 2024 ACEC Ohio Honor Award for BEL-70-26.84

**Representative Firm**



**Owner**

West Virginia Division of Highways

**Owner Contact Information**

Rubina Tabassum, PE

Traffic Design Engineer

(304) 414-6486

[Rubina.Tabassum@wv.gov](mailto:Rubina.Tabassum@wv.gov)

**Owner's Project Number**

U340-64-41.37

**Contract Type**

Design-Build/P3

**Project Role**

Design-Study; Preliminary  
Engineering; Quality Assurance  
Management (QAM)

**Project Contract Value**

\$2,927,000 (study/ preliminary  
engineering)

\$4,800,000 (QAM)

**Percent of Contract Performed**

85% (Engineering)

90% (QAM)

**Dates of Design**

01/2002-07/2017 (design study;  
preliminary engineering)

07/2017 - Present (QAM)

**Original Scheduled Completion**

**Deadline**

10/2023 (Construction)

**Actual Completion Date**

Ongoing (Construction)

**Key Personnel for BEL-70-9.35**

Curtis Wood, PhD, PE - *Project  
Manager*

**Key Value-Added Personnel for  
BEL-70-9.35**

- David Verno, PE - *Bridge PM*

## I-64 Six Lane Widening Design-Build | Wyoming County, WV



### GENERAL DESCRIPTION OF THE OVERALL PROJECT

The project involves a \$225 million widening of I-64 from four lanes to six lanes from east of the US 35 Interchange at Crooked Creek to east of the Nitro Interchange near 40th Street. The entire project length is approximately 3.79 miles and includes three twin structures carrying I-64 over other roadways, two existing roadways crossing over I-64, separate flyover ramps for the Saint Albans Interchange, and a 1,400' Kanawha River crossing between Saint Albans and Nitro.

TRC was initially retained by the WVDOH under a separate contract to prepare the initial **Design Study** which involved evaluating numerous interchange layouts at Saint Albans (US 35) and Nitro, widening of three mainline bridges, replacement of two overhead bridges and another major bridge crossing of the Kanawha River, and the development of maintenance of traffic schemes for all alternatives that were evaluated. Upon completing the Design Study, TRC was retained to prepare and develop the **30% preliminary contract plans** so the project could be let as either a Public-Private Partnership or Design-Build project.

Subsequent to completing the preliminary engineering, TRC was retained by the WVDOH to provide Quality Assurance Management (QAM) services associated with the DESIGN-BUILD stage of the project. As the WVDOH's QAM consultant, TRC has functioned as the Owner's Representative responsible for performing all quality assurance duties normally performed by the WVDOH.

During the Pre-procurement and Procurement Phases, this included the development of various project criteria, RFQ/RFP development, development and review of project estimated costs, assisting with the development and review of all project amendments, review and approval of proposer ATC's, and attendance and participation in Proposer One-on-One Meetings. TRC also participated in reviewing DBT Technical Proposals.

Upon commencement of the Construction Phase of the Design-Build project, TRC staff have performed engineering design reviews, pre-award meetings, preliminary design reviews for right of way, roadway and bridge, final design reviews for right of way, roadway and bridge plans, calculation reviews for both roadway and bridge designs, erosion control plan review, preliminary and final hydraulic report review, hazardous waste disposal criteria review, and geotechnical report reviews.

### **RELEVANCY TO BEL-70-9.35**

- The project involved roadway and structure layout during preliminary engineering for the replacement of four pairs of interstate bridges over crossing routes, including the realignment of interchange ramps.
- Having participated with the WVDOH in the review of Alternate Technical Concepts (ATCs) for Design-Build Teams during the project's Procurement Phase, TRC staff gained valuable insight into what an Owner values when considering potential ATCs.
- Preliminary engineering for three twin structures carrying I-64 over other roadways.

### **PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES**

- Environmental mitigation documentation provided by the DBT for a Superfund site was reviewed by TRC for compliance with appropriate regulations.
- The project was adjacent to an electrical transmission line. Efforts were successfully made to minimize impacts to the transmission line.
- Work was phased to ensure a minimum of two lanes remained open in each direction of Interstate 64. TRC reviewed the DBT's roadway phasing plans and TMP to ensure compliance with state standards and the project criteria.
- The interstate widening was designed to minimize impacts to the adjacent Superfund site as well as minimize the total area of tree removal and length of stream impacts.

### **AWARDS / PROJECT RECOGNITION**

- 2021 / 2022 / 2023 WVDOH Engineering Excellence Awards for Quality Assurance Management Services



*New Donald M. Legg Memorial Bridge.*



*New I-64 bridge over WV 25.*



**Representative Firm**



**Owner**

West Virginia Division of Highways

**Owner Contact Information**

Deidra Begley, PE

Project Manager

(304) 558-9684

[Dee.L.Begley@wv.gov](mailto:Dee.L.Begley@wv.gov)

**Owner's Project Number**

U340-35-19.01

**Contract Type**

Design-Build/P3

**Project Role**

DBT Lead Designer

**Project Contract Value**

\$17,625,000 (Design)

**Percent of Contract Performed**

95%

**Dates of Design**

06/2015 - 03/2020

**Original Scheduled Completion  
Deadline**

10/2018 (Construction)

**Actual Completion Date**

11/2021 (Construction)

**Key Value-Added Personnel for  
BEL-70-9.35**

- David Verno, PE - *Bridge PM*
- David Clevenger, PE - *Principal-in-Charge*
- Timothy Shoemaker, PE - *Roadway Design Lead*
- Derek Spurlock, PE - *Roadway Engineer*

## US 35: WV 869 to Mason County 40 Design-Build | Putnam and Mason Counties, WV



### GENERAL DESCRIPTION OF THE OVERALL PROJECT

Representing the second PUBLIC-PRIVATE PARTNERSHIP project to be undertaken in the State of West Virginia and the largest construction contract ever let by the state at the time, this project represented a new \$175 million four-lane section of U.S. Route 35 that extended 14.6 miles (13.8 miles of actual construction) from WV 869 in Putnam County to north of County Route 40 in Mason County. The 14.6 miles in Putnam and Mason counties was the last stretch of the 412-mile U.S. Route 35 from Michigan City, Indiana to Scott Depot, West Virginia not to be four-lanes. **TRC served as the Lead Designer for the Bizzack Construction DBT** that was selected by the WVDOH for award of the project.

Prior to the advertisement of the project, TRC was also requested by the West Virginia Division of Highways to participate in reviewing the draft RFQ in order to assist the Department with minimizing any conflicts in the contract language and the potential number of addendums that might have to be issued for the project during the procurement phase.

As part of the project, a total of four (4) bridges, six (6) access roads and over 50 culverts were designed. Bridges included twin US 35 bridges over CR9 (Plantation Road), CR 29 (Little Sixteen Mile Creek), CR 42 (Pond Branch) and relocated CR 40 (Upper Nine Mile Creek), with the bridges over CR 42 and relocated CR 40 being designed by TRC. Each of these bridges are two-

## Statement of Qualifications

BEL-70-9.35 | Interchange Improvement Design-Build

PID 120547



span structures with lengths of 380' (170'-210') and 350' (195'-155'), respectively, and consist of steel plate girders with integral abutments on steel H-piles and two-column and cap piers.

Extensive cuts and fill were also required to construct the new roadway due to the mountainous terrain through which the alignment travels. Centerline cut depths along the mainline ranged up to approximately 145 feet in rock, while fill embankment heights were in excess of 200 feet.

TRC was responsible for overall design of the project including roadway alignment design, drainage design, hydraulic analysis, NPDES permitting, bridge structure design, geotechnical design and geotechnical borings, re-evaluation of the project's NEPA study, and QC management and inspection during construction.

### RELEVANCY TO BEL-70-9.35

- Large scale design-build project that required close coordination between consultant and contractor to phase and deliver buildable units while addressing construction challenges.

### PROJECT CHALLENGES, INCLUDING UTILITIES, TRAFFIC EFFICIENCIES, ROW LIMITATIONS AND NEPA PROCESSES

- Poor soils required extensive geotechnical mitigation efforts designed by in-house geotechnical staff.
- Due to the extreme topography through which the project traversed, TRC modified the entire 14.6 mile horizontal and vertical alignment to better conform to the existing topography and minimize earthwork costs and impacts.
- TRC developed the alignment to minimize utility impacts as part of an overall cost minimization effort to win the low-bid contract.
- Alignment was modified to avoid the relocation of an AEP electric transmission tower.
- TRC performed all NEPA and permitting work for the new roadway.





# Part E: Resumes of Key Personnel

RFP SECTION  
2.5.6



*In Association With Lead Designer*







Currently Employed By



Years of Experience

Total: 30

With Beaver: 1

Education

- B.S., Civil Engineering,  
The Ohio State  
University, Columbus, OH

Registrations

- Professional Engineer,  
Ohio (#64628)

Certifications

- OSHA 30
- Certified Rigging
- First Aid/CPR/AED

Unique Qualifications

- Interstate and Local MOT  
Experience
- Design Build Experience
- Dispute Resolution  
Experience
- Utility Coordination  
Experience
- Environmental  
Commitment Experience
- Constructability Review  
Experience
- Partnering Experience

Anticipated Time

Commitment

Design: 75%

Construction: 50%

## JEFF WIEMKEN, PE

### DBT Project Manager



As a senior project manager/market lead at Beaver Excavating, Jeff has extensive experience managing complex highway projects across Ohio, Indiana, and Michigan. He ensures site safety, oversees multiple project teams, and fosters effective communication between the office, field, and clients. Jeff provides leadership to superintendents, foremen, project managers, and project engineers, while also leading bid reviews and offering guidance on project management. He develops unique bidding approaches and project management techniques for continuous improvement. Jeff reviews and monitors multiple job costs and schedules, collaborates with stakeholders to achieve project goals, and proactively addresses conflicts and potential issues with a focus on value engineering and continuous improvement.

### KEY PROJECT EXPERIENCE

**ODOT 233006 WOOD COUNTY I-75 LIME CITY RD BRIDGE REHAB-DESIGN BUILD (ODOT D2) (\$7.2M - Senior Project Manager).** Jeff provided senior oversight on this Design-Build bridge project, which involved jacking and raising the structure to achieve safe vertical clearance. Specialized reuse and new girder design to eliminate cost and need for new materials on the structure. Coordinating extra work demolition plan with the department to mitigate several collisions with Beaver's falsework. Jeff coordinated with Joe Brown and the department to mitigate costs and impacts to traffic on I-75. **Relevance: Design Build, Utility Coordination, ODOT**

**ODOT 190470 LUCAS COUNTY I-475/DORR ST. MAJOR RECONSTRUCTION (ODOT D2) (\$45.2M - Structures Group Manager).** Jeff was responsible for managing a team of project managers and field personnel from the bidding phase throughout construction with an emphasis on the structures work. The work included new construction of the I-475/Dorr St. Interchange, including modern dog-bone roundabouts (Dorr St. & McCord Rd. Roundabout). Reconstruction included over two miles of urban interstate widening from two lanes to three, including structure rehabilitation and widening of the pair of three-span bridges over Hill Ave and the pair of three-span bridges over Dorr St. The project included widening Dorr St. from two lanes to five. **Relevance: Utility Relocation Coordination, Interchange Construction, Interstate and Local Maintenance of Traffic, Local Stakeholder Coordination, Environmental Commitments, ODOT.**



***Local Maintenance of Traffic, Local Stakeholder Coordination, Environmental Commitments, ODOT.***

**ODOT 150210 LUCAS COUNTY US 20/I-475 INTERCHANGE (ODOT D2) (\$38.9M - Senior Project Manager).** Jeff was responsible for managing a team of project managers and field personnel from the bidding phase throughout construction with an emphasis on the structures work. The work consisted of reconstructing the US 20 and I-475 to an SPUI interchange with widening and reconstruction of approximately two miles of I-475. The new interchange was built off-line while maintaining the existing interchange and ramps. A detailed CPM schedule with hourly logic for ramp tie-in closures was developed to optimize construction flow. Environmental permit acquisition delayed portions of the work which was mitigated by resource allocations and acceleration efforts. **Relevance: Utility Relocation Coordination, Interstate and Local Maintenance of Traffic, Environmental Commitments and Coordination, Local Stakeholder Coordination, ODOT.**

**ODOT 143000 HANCOCK/WOOD COUNTIES IR 75 MAJOR RECONSTRUCTION - DESIGN BUILD (ODOT D1/D2) (\$65.5M - Senior Project Manager).** Jeff was responsible for managing a team of project managers and field personnel from the bidding phase throughout construction with an emphasis on the structures work, including demolition plans, temporary support, and railroad coordination. The work consisted of over 8 miles of roadway reconstruction, including the rehab or replacement of eight bridges, drainage, subgrade stabilization, pavement and traffic control. This multi-phased project was built using part-width construction with a focus on maintaining traffic. Three interchanges remained open to traffic throughout the work. **Relevance: Design Build, Utility Relocation Coordination, Interstate and Local Maintenance of Traffic, Environmental Commitments, Local Stakeholder Coordination, ODOT.**

**US 24 FORT TO PORT - ODOT 060433, 080152, 090201 DEFIANCE, HENRY, AND LUCAS COUNTIES MAJOR RECONSTRUCTION AND NEW CONSTRUCTION (ODOT D1 AND D2) (\$153M Combined - Project Manager).** Jeff managed overall project operations, including weekly progress meetings, CPM scheduling, RFI's, work plan development, demolition plans, beam erection plans, railroad coordination, and submittals. The work consisted of upgrading US 24 from a two-lane undivided highway to a divided four lane highway, new four lane highway alignment, ground improvements, three new interchanges, nine new overpass bridges, four pairs of mainline bridges, intersections, MSE Walls, and culverts. The work included bridge deck replacement on the SR 281 bridge over the scenic Maumee River under a 75-day closure with incentive/disincentive which finished on time. **Relevance: Utility Relocation Coordination, Interchange Construction, Local Maintenance of Traffic, Environmental Commitments, Local Stakeholder Coordination, ROW Acquisition, ODOT.**

**MDOT 125868 MONROE COUNTY IR 75 MAJOR RECONSTRUCTION (\$126.7M - Structures Group Manager).** Jeff was responsible for managing a team of project managers and field personnel from the bidding phase throughout construction with an emphasis on the structures work. The work consisted of approximately four miles of roadway reconstruction, bridge reconstruction and bridge rehabilitation, including cofferdams, tremie concrete, deep foundations, concrete and hot mix asphalt pavement, ITS, drainage improvements, deep overlay, substructure patching, and approach work on I-75 from Erie Road northerly to Otter Creek Road. **Relevance: Utility Relocation Coordination, Interchange Construction, Interstate and Local Maintenance of Traffic, Local Stakeholder Coordination, Environmental Commitments.**



**Currently Employed By**



**Years of Experience**

**Total: 37**

**With Beaver: 16**

**Certifications**

- OSHA 30
- First Aid/CPR Certified
- ACI Certified Concrete Technician
- ATSSA Traffic Supervisor
- AGC Project Manager Course
- Lead Work Training

**Unique Qualifications**

- Interstate and Local MOT Experience
- Limited ROW Construction Experience
- Design Build Experience
- Complex Bridge Construction Experience
- Unique Pile Driving and Deep Foundation Experience
- Utility Coordination Experience
- Constructability Review Experience
- Partnering Experience

**Anticipated Time**

**Commitment**

**Design: 25%**

**Construction: 100%**

**DAN ENGELHART**

***DBT Construction Manager***



As a Senior Level Field Supervisor at Beaver Excavating, Dan brings extensive experience managing highway and bridge structure projects. He oversees field operations while ensuring crew safety and efficient construction practices, particularly in highway planning and construction. Dan provides leadership to teams working on

active roadways and under bridges, ensuring safe operations and compliance with safety standards. He also collaborates with construction teams to review design plans for constructability before they are released for execution. Dan's expertise in managing field operations and his attention to safety make him a key asset to this design-build project, with a focus on delivering quality and efficiency.

**KEY PROJECT EXPERIENCE**

**OTIC 432304, SUMMIT COUNTY TINKERS CREEK BRIDGE RECONSTRUCTION (OHIO TURNPIKE) (\$42.7M - Project Superintendent).**

Dan is responsible for overseeing all construction activities for this demolition and reconstruction project in Hudson, OH which includes the eastbound and westbound bridges over Tinkers Creek. The project involves shortening the bridge spans from the original structures and faced challenges due to limited right-of-way (ROW) caused by nearby wetlands and NEPA restrictions. This required extensive planning and coordination to execute the work properly. Traffic management was critical, with continuous monitoring of the existing bridges to address any damage and prevent disruptions to traffic flow. After the project was awarded, the construction zone limits were extended to minimize disruption to public traffic from construction traffic. Due to the project's location in an EPA-restricted area, additional steps and approvals were required to ensure compliance with environmental regulations. Dan assisted with the constructability review of the Load Transfer platform on timber piles, which replaced the original Deep Soil Mixing approach for the abutment embankments on a low-strength peat bog. This solution reduced environmental risks related to groundwater pH, removing the need for EPA Method 150.2 monitoring. **Relevance: Limited ROW construction, Local Maintenance of Traffic, Local Stakeholder Coordination, Value Engineering, Environmental Commitments.**





**ODOT 190328, STARK COUNTY INTERSTATE 77 AND ROUTE 30 BRIDGE REPLACEMENT**

**(ODOT D4) (\$60.4M - Project Superintendent).** Dan was responsible for all field operations and project safety on this infrastructure improvement. His experience with complicated phased bridge construction and traffic management was an incredible asset for the project and ODOT. The project was a four-year highway construction project at the I-77 / US-30 in Canton, OH. The project primarily revolved around two complete bridge replacements, one bridge re-deck, including minor substructure rehabilitation, and 15 bridges that received minor structure rehabilitation. The project also included relocation of a 72" sanitary sewer line, construction of three cast-in-place sanitary sewer junction chambers, full-depth pavement replacement through the interchange, and installation of new roadside drainage structures. Dan was a key asset to the project due to his extensive coordination with the local sewer department and the EPA, particularly given the scale of the sanitary system and the complexity of the dewatering requirements. **Relevance: Utility Relocation Coordination, Bridge Construction, Local Stakeholder Coordination, Interstate and Local Maintenance of Traffic, Environmental Commitments, ODOT.**

**ODOT 143000, SCIOTO COUNTY SOUTHERN OHIO VETERANS MEMORIAL**

**HIGHWAY/PORTSMOUTH BYPASS (DBFOM) (ODOT D9) (\$429M - Structures Manager).** Dan had direct management responsibility for the construction of 21 independent bridge structures along a 16-mile, four-lane highway corridor. Dan oversaw procurement, subcontractor performance, self-performed work, and direct coordination with the designer for any design changes. This project included 16 bridges constructed with concrete beams and 5 completed with steel plate girders. In addition to the bridge elements, Dan oversaw traffic control and coordination with stakeholders. Dan managed all aspects of the project schedule for the structures work, including planning all major pours and coordinating dozens of cranes required for the work. Dan was co-located to this project throughout the duration of the structures work. **Relevance: Design Build, Bridge Construction, Interstate and Local Maintenance of Traffic, Environmental Commitments, Dispute Resolution, Utility Coordination. ODOT.**

**ODOT 060467, SUMMIT COUNTY INTERSTATE 271 & STATE ROUTE 8 INTERCHANGE**

**RECONSTRUCTION (, ODOT D4) (\$95M - Structures Superintendent).** Dan was the structures superintendent on this major interstate interchange reconstruction in Northeast Ohio. This \$95 million project consisted of the reconstruction of 12 bridges along with over 1 million CY of embankment placement. In addition to the 12 bridges, 128,000 SF of retaining wall was constructed as part of this interchange improvement. Working in this very busy corridor, nearly \$1 million was saved through value engineering and the project was completed one year ahead of schedule. **Relevance: Interstate and Local Maintenance of Traffic, Local Stakeholder Coordination, Dispute Resolution, ODOT.**

**ODOT 091058, PORTAGE COUNTY SR 43 & CRAIN AVENUE RELOCATION, (ODOT D4) (\$17.4M**

**- Project Superintendent).** Dan's responsibilities included complete control of all field construction activities. In addition to his role in field supervision, Dan was also involved in design coordination for significant changes through value engineering and constructability revisions. The project consisted of roadway widening and realignment and the reconstruction of two bridges over the Cuyahoga River and CSX and Wheeling & Lake Erie Railroad. Dan was directly responsible for daily communication with the railroad and all construction management for work across the waterway. **Relevance: Local Maintenance of Traffic, Bridge Construction, Utility Coordination of Structure Mounted Utilities. Environmental Commitments, Local Stakeholder Coordination, ODOT.**

Currently Employed By



Years of Experience

Total: 22

With TRC: 3

Education

- Ph.D., Structural Engineering, The Ohio State University, 2018
- M.S., Structural Engineering, The Ohio State University, 2006
- B.S., Civil Engineering, The University of Toledo, 2000

Registrations

- Professional Engineer, Ohio (#69704,); West Virginia (#022771), Kentucky (#32538), Virginia (#0402061765), Pennsylvania (#PE088187), Texas (#116234), Louisiana (#PE.0046293), Connecticut (#37729), Tennessee (#130677), Indiana (#PE12000217)

Certifications

- FHWA-NHI-130056 - Safety Inspection of In-Service Bridges for Professional Engineers, 2022

Unique Qualifications

- Design-Build experience as owner, designer, and owner's representative.
- Experience teaming with Beaver Excavating on three Design-Build projects.

Anticipated Time

Commitment

Design: 100%

Construction: 50%

**CURTIS J. WOOD, PHD, PE**

*DBT Lead Design Engineer*



Dr. Wood has extensive experience in structural engineering, primarily in roadway structures. Dr. Wood spent 10 years with ODOT where he focused on plan production and standards development and also taught as an adjunct professor at the Ohio State University. Over the course of his career, he has been involved with the management, design and review of projects involving deck replacements, highly skewed and curved steel plate girders requiring Finite Element Modeling (FEM), post-tensioned segmental girders, and Accelerated Bridge Construction (ABC) techniques using transversely post-tensioned prestressed box beams with an integral wearing surface. While at ODOT, Dr. Wood was involved in initial project scope development, bridge design and inspection activities, design-build review, and standards development. Dr. Wood has recently served as the Project Manager for ODOT's HAS-151-485 Design-Build Project, as well as the \$225 million I-64 Widening and Improvement Design-Build Project for the WVDOT which are noted below.

**KEY PROJECT EXPERIENCE**

**OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 11, SR 151 OVER G&W RAILROAD DESIGN-BUILD PROJECT (HAS-151-485), HARRISON COUNTY, OH (Project Manager).** This design-build project involved the replacement of a curved six-span bridge over the CUOH Railroad. The bridge was highly skewed to the RR and required an integral straddle bent and a refined analysis. Multiple foundation types were designed due to variable rock depths and skewed slopes.

**WEST VIRGINIA DIVISION OF HIGHWAYS, QUALITY ASSURANCE MANAGEMENT (QAM) SERVICES FOR THE INTERSTATE 64 SIX-LANE WIDENING AND IMPROVEMENTS DESIGN-BUILD PROJECT - PUTNAM COUNTY, WV (Project Manager).** Dr. Wood is leading TRC's efforts as the Owner's Representative during the widening of I-64 from four to six lanes for approximately 3.8 miles. The project's bridge structures consist of the widening/replacement of three Interstate overpass bridges, two new Interstate ramp bridges, replacement of a County Route overpass bridge, and replacement of the existing 1,400' long Kanawha River Bridge. As Project Manager, Dr. Wood has been responsible for directing all associated design reviews, attending all project meetings, and providing technical consultation.



**OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT 12, CCG6B CLEVELAND INNERBELT DESIGN-BUILD PROJECT, CUYAHOGA COUNTY, OH (Lead Bridge Designer).** As part of the CCG6B Cleveland innerbelt project, the Design-Build team was tasked with replacing the heavily skewed Broadway Avenue structure spanning IR 77 (CUY-77-1409). Although the mandated two spans of the bridge extended well beyond the typical limits of concrete girders, Dr. Wood developed the unique solution of using spliced, precast, post-tensioned concrete I-girders due to their efficient resistance to adverse skew effects. While the design of the structure was performed using refined FEA methods, Dr. Wood developed a simplified load rating model to reduce future ODOT permit and load rating efforts.

**OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT 3, LOR-58-7.36 DESIGN-BUILD PROJECT, LORAIN COUNTY, OH (VECP Design Engineer).** While assigned as part of Beaver Excavating's VECP team as a subconsultant, Dr. Wood designed and checked the value engineering redesign of the retaining walls and pump station on this project with Beaver's Dan Engelhart closely monitoring and reviewing the design for constructability to ensure successful implementation. The project consisted of constructing an underpass grade separation to carry State Route 58 under railroad tracks in the City of Wellington. The retaining walls were redesigned as a combination of soil nail walls and soldier pile and lagging walls to replace the cast-in-place concrete walls in the original design. The new wall system reduced the amount of excavation required and the need for temporary shoring. As the railroad would not allow permanent ground anchors (soil nails) within its ROW, a soldier pile wall was designed within the railroad ROW. The proposed shoring system for the pump station wet well was redesigned from a braced sheet pile wall to a secant drilled shaft wall with compression rings. The secant drilled shafts were designed for installation with an auger-cast piling rig to optimize equipment use. In addition, the stormwater pump station and drainage system were redesigned for efficiency and cost reduction, with the wet well and sewers raised to avoid an artesian aquifer layer.

**OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT 1, ALL-75-703 DESIGN-BUILD PROJECT, ALLEN COUNTY, OH (VECP Design Engineer).** As part of Beaver Excavating's VECP team as a subconsultant, Dr. Wood developed a 3-D FE model to design a unique substructure supported on drilled shafts as part of a VECP submitted to ODOT. He worked closely with the project's geotechnical engineer to reduce foundation costs while maintaining a robust design.

**OHIO DEPARTMENT OF TRANSPORTATION - DISTRICT 11, I.R. 70 OVER S.R. 9 DESIGN-BUILD PROJECT (BEL-70-1817), BELMONT COUNTY, OH (VECP Design Engineer).** While assigned as part of Beaver Excavating's VECP team as a subconsultant, Dr. Wood used lessons learned from the ALL-75-703 VECP project above to design a similar foundation system. FEM was used to design the wall-type abutment supported on drilled shafts.

**WEST VIRGINIA DIVISION OF HIGHWAYS, CORRIDOR H DESIGN-BUILD PROJECT, RANDOLPH AND TUCKER COUNTIES, WV (Lead Bridge Engineer).** Lead bridge engineer for two new bridges along the project's 7.6-mile rural divided arterial project route. For Bridge #11340 (BR1) over Baldlick Fork, Dr. Wood designed the 7.5'-8' deep, horizontally curved, continuous plate girders that provided primary structural support for the three-span (170'-0", 220'-0", 170'-0") bridge. He was also responsible for design of the 100' tall cap-and-column piers, steel splices, elastomeric bearings, and deck. For Bridge #11341 (BR2) over Panther Run 17, the height of the structure required unique construction practices (e.g., limited crane access) that necessitated consideration in the engineered design. He was responsible for design of the continuous plate girders, steel splices, wall-type semi-integral abutment and wingwalls, pile foundations, and 80' tall cap-and-column piers with 8'-0" diameter drilled shafts.





# Part F: Addenda, Prequalification, and Approved Conflict-of-Interest Waivers

RFP SECTION  
2.5.7



*In Association With Lead Designer*





## RFP 2.5.7, Part F | Addenda, Prequalification and Approved Conflict-of-Interest

### ADDENDA:

The Beaver Excavating Company and TRC Engineers, Inc. acknowledge and confirm that there are no addenda issued prior to submission of this SOQ.

### PREQUALIFICATIONS:

Below are lists addressing prequalification as required in Section 1.2 of the RFQ.

| Lead Designer or Subconsultant Prequalification                       | Prequalified Firm                             |
|---|---|
| Roadway: Complex Roadway Design                                       | TRC Engineers, Inc.                           |
| Level 2 Bridge Design   | TRC Engineers, Inc.                           |
| Lead Designer or Subconsultant Prequalification Categories            | Prequalified Firm                             |
| Bridge: Level 2 Bridge Design   | TRC Engineers, Inc.                           |
| Roadway: Complex Roadway Design                                       | TRC Engineers, Inc.                           |
| Complex Lighting Design   | TranSystems Corp. of OH                       |
| Traffic Signal System Design  | TranSystems Corp. of OH                       |
| Interchange Operations/Modification/Justification Study (IOS/IMS/IJS) | TRC Engineers, Inc. & TranSystems Corp. of OH |

Lists of all ODOT prequalifications the designers possess are attached.

| Work Type Code   | Work Type Description                          | Prequalified Firm                   |
|--|--|-------------------------------------|
| <b>Lead Contractor or Named Subcontractor - Prequalification</b> |  |                                     |
| 04   | Roadway Excavation and Embankment Construction | Beaver Excavating                   |
| 12   | Rigid Paving                                   | Beaver Excavating                   |
| 21   | Level 2 Bridge                                 | Beaver Excavating                   |
| 39   | Maintenance of Traffic                         | Beaver Excavating                   |
| <b>Other Prequalification Categories</b>                         |  |                                     |
| 7  | Soil Stabilization                             | Beaver Excavating                   |
| 8  | Temporary Soil Erosion & Sediment Control      | Beaver Excavating                   |
| 9  | Aggregate Base                                 | Beaver Excavating                   |
| 10   | Flexible Paving                                | ODOT Prequalified Subcontractor TBD |
| 19   | Structure Removal                              | Beaver Excavating                   |
| 23   | Reinforcing Steel                              | Beaver Excavating                   |

### Statement of Qualifications

BEL-70-9.35 | Interchange Improvement Design-Build

PID 120547



| Other Prequalification Categories |                            |                                     |
|-----------------------------------|----------------------------|-------------------------------------|
| 24                                | Structural Steel Erection  | ODOT Prequalified Subcontractor TBD |
| 35                                | Drainage (Culverts, Misc.) | Beaver Excavating                   |
| 36                                | Guardrail/Attenuators      | ODOT Prequalified Subcontractor TBD |
| 43                                | Highway Lighting           | ODOT Prequalified Subcontractor TBD |
| 44                                | Traffic Signals - Standard | ODOT Prequalified Subcontractor TBD |
| 45                                | Pavement Markings          | ODOT Prequalified Subcontractor TBD |

A list of all ODOT prequalifications the Lead Contractor possesses are attached.

#### **CONFLICTS-OF-INTEREST:**

No conflicts-of-interest by The Beaver Excavating Company and TRC Engineers, Inc.





[Home \(/s/\)](#)

ODOT  
Pre-Qualified Contractors

[Login](#)

Enter Contractor to search on

BEAVER EXCAVATING COMP/

Toggle Work Types

all

Select Work Types

- ☒ 1. Clearing and Grubbing
- ☒ 2. Building Removal
- ☒ 3. Gas, Oil, Water Well Abandonments
- ☒ 4. Roadway Excavation and Embankment Construction
- ☒ 5. Major Roadway Excavation
- ☒ 6. Incidental Grading
- ☒ 7. Soil Stabilization
- ☒ 8. Temporary Soil Erosion & Sediment Control
- ☒ 9. Aggregate Bases
- ☒ 10. Flexible Paving
- ☒ 11. Apply Bituminous Treatments
- ☒ 12. Rigid Paving
- ☒ 13. Pavement Planing, Milling, Scarification
- ☒ 14. Concrete Texturing
- ☒ 15. Sawing
- ☒ 16. Flexible Replacement
- ☒ 17. Rigid Pavement Replacement
- ☒ 18. Pavement Rubblizing, Breaking, Pulverizing
- ☒ 19. Structure Removal
- ☒ 20. Level 1 Bridge
- ☒ 21. Level 2 Bridge

ACCOUNT NAME

VENDOR ID

APP EXP DATE

WORK TYPES

BEAVER EXCAVATING COMPANY  
040205001  
P O BOX 6059  
CANTON OH, 44706  
330-478-2151

1. Clearing and Grubbing  
2. Building Removal  
3. Gas, Oil, Water Well Abandonments

4. Roadway Excavation and

Embankment Construction

5. Major Roadway Excavation

6. Incidental Grading

7. Soil Stabilization

8. Temporary Soil Erosion &

Sediment Control

9. Aggregate Bases

12. Rigid Paving

15. Sawing

17. Rigid Pavement Replacement

19. Structure Removal

20. Level 1 Bridge

21. Level 2 Bridge

22. Level 3 Bridge

23. Reinforcing Steel

25. Stud Welding

27. Expansion & Contraction Joints, Joint Sealers, Bearing Devices

28. Caissons/Drilled Shafts

29. Structure Repairs

33. Tieback Installation

34. Earth Retaining Structures

35. Drainage (culvert, misc.)

38. Miscellaneous Concrete

39. Maintenance of Traffic

40. Waterproofing

46. Landscaping

48. Trucking

50. Railroad Track

|                                     |                                |  |  |  |  |  |
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| <input checked="" type="checkbox"/> | 22. Level 3 Bridge             |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 23. Reinforcing Steel          |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 24. Structural Steel Erection  |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 25. Stud Welding               |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 26. Structural Steel Painting  |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 27. Expansion & Contraction    |  |  |  |  |  |
|                                     | Joints, Joint Sealers, Bearing |  |  |  |  |  |
|                                     | Devices                        |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 28. Caissons/Drilled Shafts    |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 29. Structure Repairs          |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 30. Hydrodemolition            |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 31. Structural Steel Repairs   |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 32. Heat Straightening         |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 33. Tieback Installation       |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 34. Earth Retaining Structures |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 35. Drainage (culvert, misc.)  |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 36. Guardrail/Attenuators      |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 37. Fence                      |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 38. Miscellaneous Concrete     |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 39. Maintenance of Traffic     |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 40. Waterproofing              |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 41. Raised Pavement Markers    |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 42. Signing                    |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 43. Highway Lighting           |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 44. Traffic Signals - Standard |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 45. Pavement Markings          |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 46. Landscaping                |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 47. Mowing                     |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 48. Trucking                   |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 49. Herbicidal Spraying        |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 50. Railroad Track             |  |  |  |  |  |
|                                     | Construction                   |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 51. Micro Tunneling            |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 52. Tunneling                  |  |  |  |  |  |
| <input checked="" type="checkbox"/> | 53. Piling                     |  |  |  |  |  |

| ACCOUNT NAME | VENDOR ID | ADDRESS | APP EXP DATE | WORK TYPES                 |
|--------------|-----------|---------|--------------|----------------------------|
|              |           |         |              | Construction               |
|              |           |         |              | 53. Piling                 |
|              |           |         |              | 54. Post Tensioning Bridge |
|              |           |         |              | Members                    |

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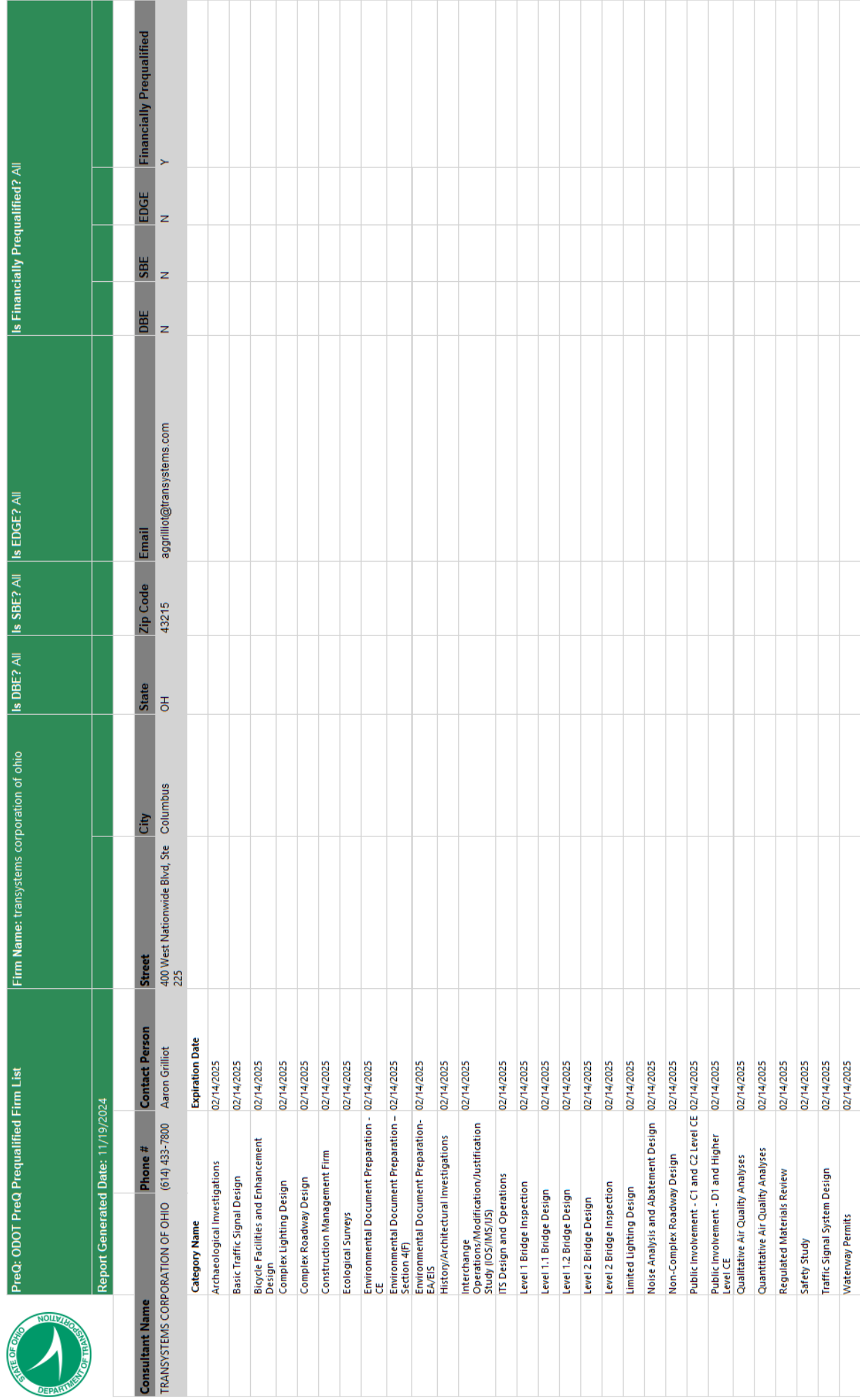
- ☒ 54. Post Tensioning Bridge Members
- ☒ 55. Fiber Optic Cable Installation, Splicing, Termination and Testing - ITS & Traffic Signal System
- ☒ 57. Sealing of Concrete Surfaces with Epoxy or Non-epoxy Sealers

Search Contractors





| PreQ: ODOT PreQ Prequalified Firm List |                |                |                                 |           |                                  |          |                       |     |                          |
|--|----------------|----------------|---------------------------------|-----------|----------------------------------|----------|-----------------------|-----|--------------------------|
| Firm Name: TRC Engineers               |                |                |                                 |           | Is Financially Prequalified? All |          |                       |     |                          |
| Report Generated Date: 11/19/2024      |                |                |                                 |           |                                  |          |                       |     |                          |
| Consultant Name                        | Phone #        | Contact Person | Street                          | City      | State                            | Zip Code | Email                 | DBE | Financially Prequalified |
| TRC ENGINEERS, INC.                    | (330) 606-7906 | Naureen Dar    | 1382 West Ninth Street, Ste 400 | Cleveland | OH                               | 44113    | ndar@trccompanies.com | N   | Y                        |
| Category Name                          |                |                |                                 |           |                                  |          |                       |     |                          |
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# Part G: Evaluation Forms

## RFP SECTION 2.5.8



*In Association With Lead Designer*





## RFP 2.5.8, Part G | Evaluation Forms

*Include evaluation forms as described in Section 2.5.5.1.i (Part D - Project Experience). Provide evaluation forms for each project, for each contractor and consultant similar to ODOT C-95's and CES. Include this information in only Part G (Note: C-95 and CES forms for ODOT projects do not need to be provided).*

**The Beaver Excavating Company, Inc.:** Four projects submitted by The Beaver Excavating Company in Part D - Project Experience are ODOT projects. The remaining project, Columbiana Parkway Landslide Remediation (City of Cincinnati), received no evaluation forms from the owner.

**TRC Engineers, Inc.:** Two projects submitted by TRC Engineers, Inc. in Part D - Project Experience are ODOT projects. Three other projects are West Virginia Department of Transportation, Division of Highways projects. WVDOT does not provide evaluation forms for consultants.