Department of Transportation

BEL-70-9.35

INTERCHANGE IMPROVEMENT

PID 120547

STATEMENT OF QUALIFICATIONS

Prepared By :

The Triton DBT

TRITON CONSTRUCTION, INC.

E.L. ROBINSON ENGINEERING

November 22, 2024

Department of Transportation

BEL-70-9.35

INTERCHANGE IMPROVEMENT

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PART A

INTRODUCTION

TRITON CONSTRUCTION, INC.

E.L. ROBINSON ENGINEERING

The Triton DBT

TRITON
CONSTRUCTION, INC.

Ohio Department of Transportation
Division of Construction Management, First Floor
Mail Stop 5100
1980 W. Broad Street
Columbus, Ohio 43223
Attention: Letting Manager

Subject: Statement of Qualifications
BEL-70-9.35 (Project 253000, PID 120547)

The Triton Construction, Inc. Design-Build Team (Triton DBT) is pleased to present our Statement of Qualifications for the BEL-70-9.35 Design Build project. Our DBT brings substantial experience working together to deliver successful projects throughout the region.

Founded in 2010, **Triton Construction, Inc**. is a West Virginia based construction service company. Since opening, we have expanded to Maryland, Ohio, Kentucky, and Virginia. As Triton Construction, Inc. has evolved with the ever-changing construction industry, our guiding principles remain the same. Our dedication to our core values, united with our focus to provide quality work enables us to attract and retain talented individuals who help deliver exceptional results on every project. With over 300 years of combined construction experience, our team is capable of managing projects of various scopes and sizes.

E.L. Robinson Engineering (ELR) is 100% employee-owned and has been in business for 45 years with two Ohio offices and more than 50 Ohio based technical and support staff members. ELR's solid history is further backed by the recent listings within the ENR rankings and over $1B in design build project experience.

With successful completion of similar projects such as BEL-70-5.75, BEL-70-7.61, RHL Blvd, and MOT-19.80 the Triton DBT has the local experience and interchange reconstruction experience to successfully complete the BEL-70-9.35 project. Our team has formed a collaborative, productive working relations that has led to numerous value engineering change proposals, construction engineering, and design build pursuits together. In summary, the Triton DBT provides ODOT an experienced design build team with an excellent working relations, relevant project experience, and the resources necessary to successfully complete the project on time, with effective communications and coordination, and safety at the forefront of everything we do.

A-1 Point of Contact
Mr. Kyle M. Kalkhoff, Vice President
P.O. Box 1360, Saint Albans, WV 25177
Phone: (304) 759-2100 | Fax: (304) 759-2200 | Email: kyle.kalkhoff@tritonwv.com

A-2 Lead Contractor
Triton Construction, Inc.
1944 Winfield Road, Saint Albans, WV 25177
Point of Contact: Mr. Kyle M. Kalkhoff, Vice President
Phone: (304) 759-2100 | Fax: (304) 759-2200 | Email: kyle.kalkhoff@tritonwv.com
Triton Construction, Inc. is a corporation registered in Ohio and will be the sole contracting entity with ODOT.

A-3 Lead Designer
Lead Designer, E.L. Robinson Engineering of Ohio Co., Registration #01578, is located at:
950 Goodale Blvd, Suite 180, Grandview Heights, Ohio 43212.
Point of Contact: Mr. Matt Cornett, P.E., PTOE Transportation Group Manager
Phone: 614-586-0642 | Fax: 614-586-0648 | Email : mcornett@elrobinson.com

A-4 Structure of the Offeror
Triton Construction, Inc. will serve as the lead contractor and lead corporation registered in the State of Ohio to execute the contract with ODOT. **E.L. Robinson Engineering of Ohio Co.** is the Lead Designer serving as a subcontractor to Triton Construction, Inc.

A-5 Prequalification
Triton Construction Inc. and E.L. Robinson of Ohio Co are prequalified with the Department in accordance with the requirements of the RFQ and the Department.

A-6 Key Personnel Commitment
The Triton DBT commits that the key personnel identified in this SOQ are currently employed by members of the Offeror and are available to the extent necessary to meet the Department's quality and project duration expectations.

A-7 Conflict of Interest
We warrant that no members of this DBT have a personal conflict of interest or an organizational conflict of interest as described in Section 5.1 of the Request for Qualifications.

Triton Construction Inc. and E.L. Robinson Engineering of Ohio Co. appreciate the opportunity to present our qualifications and we look forward to proceeding into the bidding phase.

Sincerely,

Steve Diehl
Vice President
Triton Construction, Inc.

Department of Transportation

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PART B

PROJECT MANAGEMENT & UNDERSTANDING & APPROACH

TRITON CONSTRUCTION, INC.

E.L. ROBINSON ENGINEERING

The Triton DBT

PART B. – PROJECT MANAGEMENT, UNDERSTANDING, AND APPROACH

The BEL-70-9.35 DB Construction Project is located in Belmont County, Ohio and will include (but is not limited to) reconstructing the I-70 mainline structures to enable the widening of SR-149, reconstructing and widening the ramps to and from I-70, reconstructing and widening SR-149 from two-lanes to five (or more) lanes up to and extending beyond the existing commercial drives. The need for the project is driven by development in the area, specifically, the Love's Travel Stop that is under construction on the southwest corner of the interchange. The Love's Travel Stop, and current Pilot Travel Center are gas and convenient stores that are popular with the trucking industry. In addition, the future Love's Travel Stop will include restaurants, a dog park, and a campground facility. The additional vehicles expected to be generated by this investment have necessitated that the infrastructure improvements at the I-70 interchange be constructed as quickly and efficiently as possible.

The Triton Design Build Team (DBT) is committed to successfully delivering the project within 48 months of the award while meeting the stated goals and objectives. We have teamed with Lead Designer, E.L. Robinson Engineering of Ohio Co., who has a long-standing, reputable relationship with the Ohio Department of Transportation, namely in the Design Build (DB) arena. This teaming arrangement will guarantee success of this project while providing ODOT with the comfort of knowing our team has significant experience in both traditional and DB project delivery, and that we will use lessons learned from previous DB projects to ensure a successful project.

Part B.1- The Triton DBT values the opportunity for a collaborative relationship between DBT and ODOT staff. This is especially true on a project such as this where the project procurement, right of way acquisition, environmental clearance, and utility coordination overlap. Understanding potential risks to both schedule and cost will be key during the procurement process. Through clear, transparent, and collaborative communication with ODOT the DBT will work with ODOT to assign, manage, and minimize these risks. Our focused approach will be structured to achieve ODOT's goals of maintaining an efficient schedule, ensuring the timely submission of the Technical and Price Proposal, and addressing any issues or concerns that arise during the procurement process. We intend to make the most of our time at the formal meetings by coming prepared with an established agenda, specific project questions and project development to share the status of our approach to procurement.

The Commercial One-on-One Meeting is expected to be the first opportunity to have a confidential discussion with ODOT regarding the project. This meeting will serve as an opportunity to clarify commercial and contractual terms, align on expectations, and ensure that both parties understand the scope, schedule, and performance requirements. We intend to vet initial Alternative Technical Concepts (ATCs), ensure an understanding of the Proprietary Technical Information (PTI) submittal, and gain an understanding of ODOT's progress on environmental and ROW acquisition. At this point in the procurement an initial risk register will be started, and initial risk evaluations can be shared to help identify potential risk minimization strategies for both the DBT and, if possible, ODOT.

Our flyover ATC on HAM-74-18.01 required prebid traffic analysis and IMS but simplified a complex Y shaped structure

Within a few weeks after the Commercial One-on-One meeting, the DBT will likely have identified and developed a number of ATC concepts for ODOT's consideration. These concepts will be submitted with required documentation in advance of the Alternative Technical Concept (ATC) Meeting. The Triton DBT have led numerous ATC meetings and successfully developed dozens of ATCs resulting in millions of dollars of savings while

reducing project risks. We understand the work that goes into developing and reviewing each ATC and will draw on our previous experiences to help identify concepts that provide an equal or better product for ODOT not just a cost savings.

During the meeting, the DBT will be prepared to discuss the anticipated benefits of each ATC, including how it aligns with ODOT's goals for cost-effectiveness, safety, schedule, and quality. Based on ODOT's feedback, the DBT will prepare meeting minutes and revise ATCs accordingly. Approved ATCs will be carried forward and incorporated into the bid.

The final opportunity for open dialog with ODOT before the bid will be the Proposal Technical Information (PTI) Meeting. This is the DBT's opportunity to ensure the technical concept has been developed to meet ODOT's expectations. Updates to previously identified risk items can be openly discussed and any new risk items identified and assigned heading into the bid. At this point in the procurement process, most design elements will have been finalized, construction phasing and schedule established, and DBE partners preliminarily identified. Details of these elements will be shared. Feedback from ODOT will be incorporated into the final Technical Proposal document and bid.

The DBT also intends to utilize prebid questions, as needed, as a mechanism to openly communicate questions and concerns for ODOT to consider. By taking a proactive, transparent, and flexible approach to these meetings and prebid questions, the DBT will work closely with ODOT to ensure that the process stays on track and that the final proposal meets all of ODOT's technical and schedule objectives.

Part B.2 - The successful completion of the project is contingent upon effectively managing a number of challenges and risks. Key elements on this project include utility relocation, maintenance of traffic including access to existing businesses, and the ongoing ROW and environmental clearance process. These factors can significantly affect the sequencing of design and construction activities, and the DBT is prepared to manage these issues in a way that minimizes delays, ensures compliance, and mitigates risk. To help manage risk, the project will be broken down into manageable segments (Buildable Units) to prioritize elements available for construction at different times. From the beginning of procurement, the DBT will document risk items in a risk register that will be regularly reviewed by members of the DBT management team. By identifying these risks early, the DBT can develop mitigation strategies before construction begins. This document will be routinely updated and shared with ODOT to help identify, minimize, and manage the risk items.

Providing clear deadlines in the RFP for items outside the DBT's control will substantially reduce the risk for the DBT by assigning it to the responsible party. This is particularly true for the ROW and environmental clearance items being worked on by ODOT concurrently with the procurement. ELR has recent experience with a design build project that acquired ROW post award. Difficulty in meeting the owner's original acquisition resulted in lengthy delays to the project. The acquisition and environmental clearance process may take an extended period of time to complete; therefore, understanding the minimum and absolute maximum durations for the process is key for the DBT to schedule and manage the risk both before and after the bid. From the preliminary information, we understand that ROW may be clear by summer 2026. With design time and the ability to begin work on I-70 and the ramps, ROW clearance does not appear to be a significant factor for construction; however, its impact on utility relocations will likely make it part of the critical path.

Utility relocation can be one of the most complex and time-consuming aspects of any project, especially when utilities are located in congested areas or are crucial to the functioning of adjacent businesses. Early and continuous coordination is key to ensure relocations stay on schedule. Coordination of utility relocation with construction schedules must be handled carefully to avoid delays. Utilities may need to be relocated before or concurrently with other

construction activities, depending on their location relative to planned work areas. Regularly scheduled utility meetings, likely monthly, will serve as an open forum to discuss all issues related to utilities. These meetings will begin as soon as the project is awarded and continue through the duration of construction, adjusting the frequency as needed based on the level of impact. The DBT will prepare a conflict matrix to organize and track progress of the various utilities on the project. Our proposed Utility Coordinator, Mike Lutes, has performed utility coordination on several design build projects recently including CCG6B and HAM-74-18.01 as well as many design bid build projects. Mike will work with Triton team members to lead the utility coordination process from start to finish. As with ROW and environmental, establishing clear maximum target dates with the utility companies prebid will help alleviate schedule risk and allow the DBT to plan their work accordingly.

Managing traffic flow during construction is critical to minimizing disruption to commuters, residents, and businesses. Traffic operations, including lane closures, detours, and access management, must be carefully planned, and sequenced to minimize impact on the traveling public while ensuring the safety of construction workers and the public. The development of MOT plans will consider permitted lane closure times and closure duration, if applicable; however, we anticipate the majority of the project to be constructed in phases. Close coordination between the design and construction teams will begin prebid and continue post award to ensure a safe, constructible plan is in place to complete the project. As lead designer on the previous BEL-70-7.61 project that installed the concrete overlay and replaced the bridges within the project limits, ELR is very familiar with the MOT constraints within the corridor.

Access to existing businesses must be maintained throughout the construction phase to minimize disruption to commerce. Communication with businesses about construction schedules and how access will be managed is essential to maintaining positive relationships with local stakeholders. When necessary, parcels with multiple access points may use staggered closures to facilitate timely construction.

By taking a comprehensive, proactive approach to utility relocation, traffic operations, access management, and ROW/NEPA limitations, the DBT will reduce risks, optimize sequencing, and ensure that the project is delivered on time and within budget.

Part B.3 – At Triton Construction, Inc, our core value is to provide products and services that exemplify our quality through cultivating safe working environments. The Triton DBT is committed to ensuring the highest standards of quality throughout both the design and construction phases of the project. Our approach will focus on integrating quality assurance (QA) and quality control (QC) procedures, fostering collaboration between design and construction teams, and maintaining rigorous oversight and documentation to meet or exceed the Department's expectations.

The DBT's approach to ensuring acceptable quality will be built on a foundation of rigorous planning, proactive risk management, and continuous oversight, with a focus on collaboration between design and construction teams. By adhering to a structured and disciplined quality management system, the DBT will ensure that all design and construction activities meet ODOT's high standards and deliver a finished project that is durable, safe, and compliant with all specifications. Our general approach is to break the project down into manageable segments (Buildable Units), with each assigned to both a design engineer and a member of the construction team. This ensures that all scope items receive adequate attention throughout all phases of the project. Constructability reviews will be provided at all levels of plan development, and key subcontractors and suppliers will be engaged to incorporate their knowledge in the final design and project schedule. Post-bid Task Force meetings will include ODOT, utility companies, and other stakeholders to ensure that all parties understand their responsibilities and adhere to the project schedule.

Construction QA/QC

The DBT will develop a comprehensive Construction Quality Management Plan (CQMP) that outlines quality objectives, key performance indicators (KPIs), roles and responsibilities, and processes for the construction phases. This plan will be tailored to meet the specific requirements of the project and ODOT's quality expectations. The DBT will implement a rigorous QC process during construction, including the development of detailed inspection and testing plans for all phases of work. This will cover materials, workmanship, equipment, and adherence to the approved design. On-site QC personnel will perform routine inspections and tests to verify the quality of construction activities. This includes daily inspections of work in progress, ensuring that all work is in compliance with design documents and quality standards.

Gary Saltsman, Jr., EIT, DBT Construction Manager, will be responsible for the implementation of the CQMP. He will outline the procedures for construction quality checkpoints, information workflows, and construction document management. At quality check points, the foreman and Construction Manager will review critical measurements, materials, and methods before advancing to the next stage of construction. Gary will manage drawing revisions to ensure the field staff utilizes the current Released for Construction (RFC) drawings.

As with every project we build, SAFETY is a priority. To ensure safety is at the forefront of this Project, we have dedicated **Safety Manager, Eric Hill** to the Project. He will work with the Team to implement Triton's project-specific safety plan and ensure adherence to all OSHA policies.

Design QA/QC

The primary responsibility for oversight of our Design Quality Plan (DQP) rests with **Design Manager Rick Rockich**. He will work closely with **Design QA/QC Manager Kevin White** to develop our project specific DQP. They will perform periodic reviews during design and immediately before plan review submissions to ensure we are meeting our quality goals. Kevin will be responsible for independent reviews of all design packages for compliance with the DQP prior to submission. He will be responsible for overall design QA/QC including the multidiscipline elements of this project. The DBT's quality control procedures are designed to serve as effective tools for monitoring and controlling the accuracy, quality, and completeness of the work, and to ensure we meet or exceed the project requirements.

Our DQP includes scheduled meetings with all players involved at key points throughout all phases of design and construction to ensure close coordination and strong communication. For example, Triton staff will perform "over-the-shoulder" reviews enabling them to be directly involved in the design process.

Rick will manage all design team personnel and resources, including design subconsultants. These management activities include, but are not limited to assignment of responsibilities, and oversight and evaluation of design quality and quantity. He will also be responsible for assembling and maintaining plan sets and relevant design computations. Project documentation will include proper filing, coding, and maintenance in an organized fashion to make it retrievable during and after the project. Rick's involvement will also include task force meetings and construction meetings to discuss the project. Should any issues arise, it is his responsibility to address them with the designers and construction team.

During the design phase, Triton will utilize a Design Build Coordinator to work alongside ELR in providing over the shoulder review and constructability comments. Additionally, this person will be responsible for revisiting the project criteria and the ODOT goals to ensure commitments are kept along the way.

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PART C
DESIGN-BUILD PROJECT TEAM

TRITON CONSTRUCTION, INC.

E.L. ROBINSON ENGINEERING

The Triton DBT

PART C. - DESIGN-BUILD PROJECT TEAM

Figure 1 DBT Organization Chart

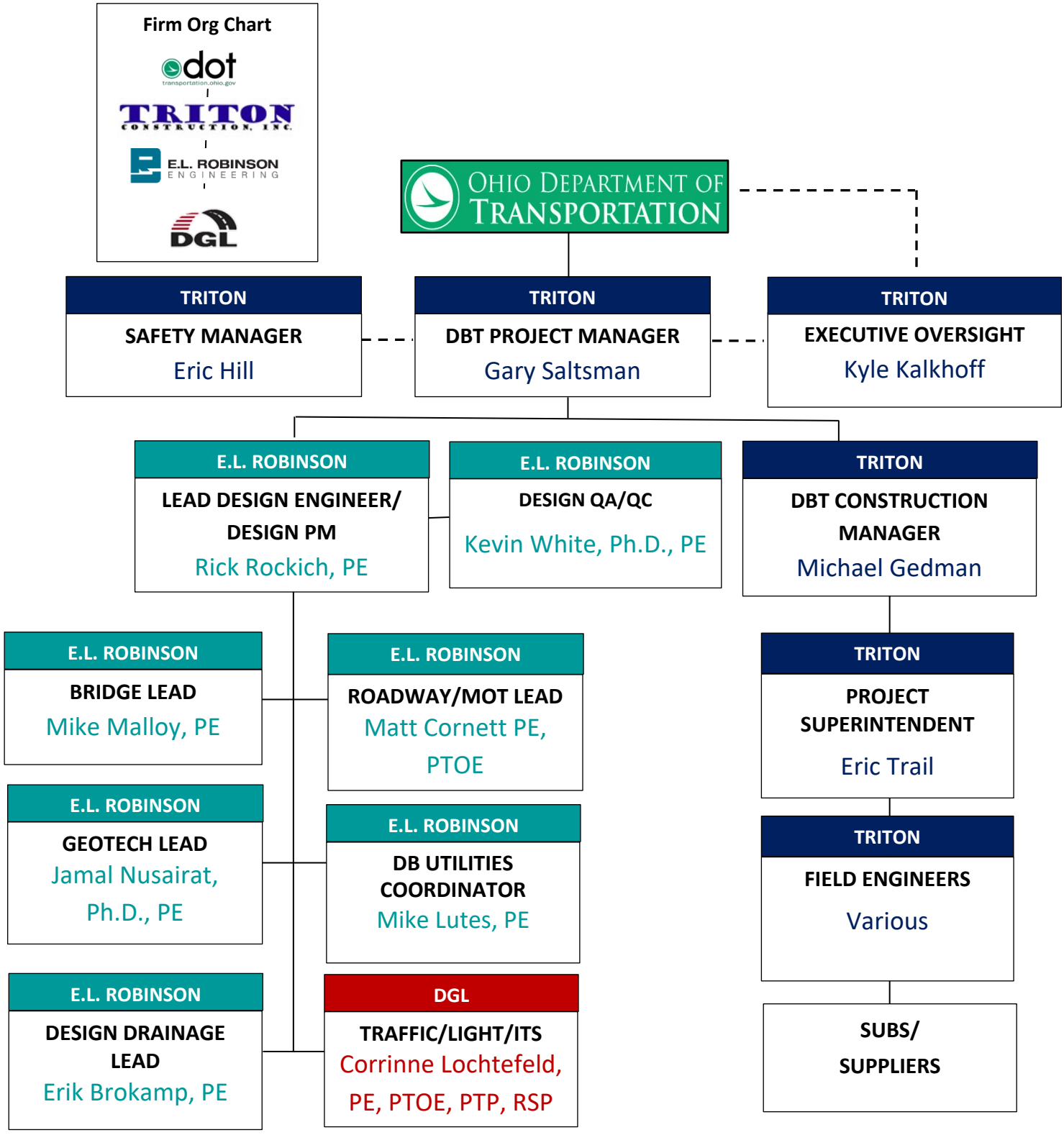


Figure 1

2.5.4.1 Organizational Chart and Narrative

The Triton Design Build Team has the experienced staff necessary to successfully complete this project. We have committed the following personnel to navigate the project development process and safely complete construction. The organization chart (Figure 1) shows our Key Personnel as well as our Value-Added Personnel and subconsultants for this project. Providing clear and constant communication amongst team members will ensure risks are identified and mitigated to the greatest extent possible.

2.5.4.2 General Offeror Experiences

Triton Construction Inc. will be the lead organization and sole contracting entity with ODOT. Lead Designer E.L. Robinson Engineering of Ohio Co. (ELR) will be a subcontractor to Triton. DGL Consulting Engineers (DGL) will serve as a subcontractor to ELR providing specialty services such as traffic signal design and surveying. Highlights of our corporate team members are provided in Figure 2.

TRITON CONSTRUCTION, INC.	E.L. ROBINSON ENGINEERING
• Local Contractor with history of successfully constructing roads, bridges, and utility projects. • Staff of 16 civil engineers and 4 Professional Engineers with 300 years of collective experience. • Completed nearby BEL-70-5.75 Bridge Replacement • Significant experience working with ELR	• Employs 160 people located in 7 offices through Ohio, West Virginia, and Kentucky • ELR has pursued 85 DB projects and has been on the winning team 30 times. • ELR has developed scope and contract documents for over 50 DB projects.

Figure 2

Triton Construction, Inc. Triton Construction, Inc. is a leading Heavy/Highway Civil contractor known for its expertise in the safe and efficient construction of a wide range of infrastructure projects, including roads, bridges, slip repairs, airport rehabilitation, and water and sewage treatment plants. The company specializes in both traditional design-bid-build and alternative design-build methods, allowing for flexibility and tailored approaches to each project's unique needs. Triton has a proven track record in delivering high-quality road and bridge projects, ranging from rehabilitating existing structures to constructing new, signature projects involving complex grading and bridge alignment, often on high-traffic interstate routes. With a strong focus on traffic flow, safety, and incident management, Triton places the highest priority on minimizing disruptions and ensuring the safety of both workers and the public.

With extensive experience in Ohio and neighboring states, Triton brings valuable expertise in managing projects with similar terrain, geological conditions, and traffic challenges, making the company uniquely qualified to handle the specific needs of the SR-149 interchange reconstruction. Triton's team is well-versed in structure rehabilitation, concrete pavement installation, utility coordination, and maintaining efficient traffic management during construction. The company is committed to delivering projects safely, on time, and within budget, consistently meeting the expectations of clients and stakeholders. Triton's track record of success and its resource capabilities make it an ideal partner for infrastructure projects that require high levels of expertise, coordination, and dedication to quality.

E.L. Robinson Engineering Co. (ELR) is the lead designer and will be a subcontractor to Triton. ELR has a staff of over 160 transportation employees located in 7 offices across the Midwest, including over 50 employees in Columbus and Cleveland, Ohio. ELR has developed a reputation as a leader in the Design Build Transportation market that provides high quality services on complex projects. The ELR has delivered Mega-projects including the recent MCE Phase 5B and CCG6B projects for the Ohio Department of Transportation, as well as numerous projects with Triton in West Virginia. ELR's engineers use intuitive logic to search for cost-saving and economic opportunities while at the same time ensuring that durable designs are provided. ELR is a leader in Value Engineering and has worked with numerous construction firms to provide over 40 successful VECPs. ELR will leverage their collective experience on similar projects to provide ODOT with the most economical design, constructed in a safe and timely manner and with the highest quality. One specific area of notable experience is that ELR performed the design for the original design build, BEL-70-7.61, project that replaced the pavement and bridge at the I-70 & SR-149 interchange giving specific, local knowledge of the existing conditions and constraints.

Supporting ELR with signal design, IOS/IJS and any surveying needs will be the experts at DGL Consulting Engineers (DGL). DGL is a full-service civil engineering firm with more than 60 employees in five offices throughout Ohio. They specialize in transportation; traffic and safety; facility and site development; parks and recreation, surveying and construction services. DGL is a trusted DBE partner that provides quality services traffic engineering services across the state.

Our firms have a strong history of working together on past projects. The Triton/ELR team have teamed together on dozens of different Design Build and Value Engineering projects and countless other construction engineering projects. The relationships and trust built on years of working together have led to improved communication, greater understanding of expectations, and risk management.

2.5.4.3 Key Personnel

DBT Project Manager – Gary Saltsman, EIT Mr. Saltsman is a highly skilled Project Manager with a strong background in construction management, specializing in the construction of large-scale bridge and infrastructure projects. Holding a BS in Civil Engineering Technology from the University of Pittsburgh, Gary has managed complex projects across multiple states, including the ongoing $147M Cheat River Bridge in West Virginia and the $7M F89 Exit 300 I81 project in Virginia. His experience includes the construction of multi-span steel plate girder bridges, complex retaining walls, and large-scale roadway upgrades, where he have led teams in executing everything from foundation work to final bridge installation. Throughout his career, Gary has been involved in all aspects of project management, including budget oversight, schedule coordination, and close collaboration with state agencies such as the West Virginia Division of Highways and the Virginia Department of Transportation. Mr. Saltsman's ability to oversee innovative engineering solutions—such as cast-in-place concrete for cable-stayed bridges and specialized concrete placement techniques—has consistently contributed to the successful completion of projects, ensuring safety, efficiency, and structural integrity.

Construction Project Manager – Michael Gedman With over 40 years of experience in managing large-scale infrastructure projects, Michael has gained significant experience in overseeing complex bridge and roadway construction projects across Pennsylvania and neighboring states. His background includes serving as a Superintendent for major projects such as the $12.5M Bridge Replacement Over the PA Turnpike in Monroeville, the $65.5M Hulton Bridge replacement in Oakmont, and the $28M Street Rehab project in Beaver County. Mr. Gedman has successfully led teams through demanding tasks including bridge demolitions,

structural rehabs, and roadway enhancements, always prioritizing safety, efficiency, and quality. Michael's role requires a keen attention to detail in coordinating with contractors, equipment operators, and regulatory bodies, ensuring that every project is completed on time and within budget while maintaining strict adherence to state and federal standards. Through continuous communication with stakeholders like PennDOT and the Pennsylvania Turnpike, Michael ensures seamless execution across all phases of construction.

Lead Design Engineer – Rick Rockich, PE

Rick earned his BS and MS Civil Engineering from the University of Akron and has over 40 years of experience in structural engineering and project management. He has extensive experience gained through planning, design, rehabilitation, and construction services. He currently serves as ELR's Director of Operations – Cleveland and has served as a Lead Designer, Project Engineer, or Project Manager on vehicular, railroad, and pedestrian transportation projects. Rick is qualified as a Level 3 bridge designer and has served as Project Manager for the advancement of over 200 bridge replacement projects from the programming stage to construction. He was the Design PM for the $200M FRA-71/670 DB project, CCG6B, and Mill Creek Expressway Phase 5B.

**Full two-page resumes are included in Section E of this SOQ.*

Value-Added Personnel

Aside from the included resumes of Key Personnel, the DBT has committed several Value-Added Personnel whose roles and responsibilities enhance our ability to successfully deliver this project.

Eric Hill – Safety Manager - Erik Hill is a Field Manager of the Safety Department for Triton Construction, Inc. He has 9 years of experience. Eric is responsible for multiple safety-related activities including training, orientations, inspections, and regulatory reporting. Erik is part of the safety team that develops and implements safety plans to ensure all team-members have the necessary safety equipment/resources available throughout all phases of construction. He conducts daily safety audits of job sites as well as coordinates with all team-members to implement and maintain a comprehensive safety culture.

Eric Trail – Project Superintendent - Eric Trail has 15 years of experience and has been a Project Superintendent on several large-scale projects. Eric's project experience includes I-70 over I-81 ($7.9M), I-81 over Potomac River ($87M), and Raleigh St Extension ($20M). As the Project Superintendent, he is responsible for being integrally involved in developing the construction plan, modifying the plan to meet project conditions and keeping the project on schedule. Mr. Trail monitors construction activities and coordinates with the project management team to ensure the project meets the owner's expectations. He is fully responsible as Triton's safety director on the project and ensures all operations fully comply with Triton's expectations of zero incidents.

Kevin White, Ph.D., PE – QA/QC Design Manager - Kevin earned his Ph.D. from Ohio University in 2020 and has 32 years of experience of which 10 years were at ODOT focusing on transportation hydrology and hydraulics. Mr. White's specialties include transportation hydrology and hydraulics, project plan quality assurance, and specification preparation. Mr. White was recently the Drainage Lead on the Opportunity Corridor 3 project in Cleveland and the MAD/PIC-71-4.56/0.00 project. Kevin has managed the ODOT Research On-Call Task Order contract and has served as Project Manager on numerous projects including design-build scope development projects.

Matt Cornett, PE, PTOE – Lead Roadway Designer - Matt earned his BSCE from Ohio University in 2007 and has gained 17 years of experience with roadway design and project management. His skills include geometric design, development of complex MOT and traffic control plans, traffic analysis, shared use paths, roundabouts, and safety studies. Mr. Cornett has led the roadway design efforts of numerous structure rehabilitation projects of various sizes. He understands the importance of good coordination between the roadway and structure design teams. Matt has served as PM for several recent large highway/structure reconstruction projects including 10 miles of I-71 on the MAD/PIC-71-4.56/0.00 project which included reconstruction of six overhead and five mainline structures. Matt has experience in multiple project delivery methods including traditional and design build. He helped lead the design efforts of the Jefferson Rd Upgrade, MAD-70-7.61, and UNI-CR-194-2.30 design build projects. Recently, Mr. Cornett has served as Lead Roadway Engineer or Senior Technical Advisor for interchange projects such as MOT-35-19.80, HAM-74-18.01, and WOO/LUC-75-30.60/0.00 VECP.

Michael Lutes, PE, Utility Coordinator - Mr. Lutes earned his BSCE from The University of Toledo and has 9 years of transportation engineering experience. Mr. Lutes served as the utility coordinator for Whiskey Island Connector Trail (Cleveland Metroparks) where his responsibilities included coordinating construction along two sets of Norfolk Southern rail lines in Cleveland as well as coordination with the Port of Cleveland Authority. This project also included several utility relocations. Additionally, Mr. Lutes has served as the utility coordinator for the MOT-Lamme Road Improvement (Montgomery County), the MAD/PIC-71-7.30/0.00 (ODOT), and the MAD-71-4.56 (ODOT) projects. All three projects included coordination between utility owners for the relocation of their facilities. Most recently, Mr. Lutes is serving as the utility coordinator for the Cleveland Bulk Terminal Security Enhancement (Port of Cleveland) project.

Jamal Nusairat, Ph.D., PE, Geotechnical Engineer - Jamal has 34 years of experience in geotechnical engineering as it relates to all types of traditional and complex foundation designs. His experience includes the evaluation of subsurface investigation information for the preparation of foundation reports for transportation projects. Jamal has been the lead Geotechnical Engineer for several design build, value engineering and innovative research projects. He is recognized as an expert in the utilization of instrumentation for full scale testing and long-term monitoring of deep foundations. Areas of engineering expertise include the design of multifaceted deep bridge foundations for long span bridges over navigable river crossings. Jamal is experienced in designing numerous types of retaining wall structures. He is proficient in the design process for tiebacks, rock anchors, determining bearing capacity, spread footings, settlement analysis, stability analysis for slopes, deep foundations, earth and rock fill dams, laboratory testing of soils, and design for earthquake loads.

Mike Malloy, PE, Lead Bridge Engineer - Mike has 33 years of experience specializing in bridge design, inspection, and repair. Twenty years of his experience is with ODOT where he served as the District 12 Bridge Engineer and the Bridge Design Engineer where he managed the in-house and consultant bridge design program. Mike has managed more than $300 million in projects. As the District Bridge Engineer, he was responsible for the inspection, safety, and timely repair of the 900 state owned bridges as well as reviewing all bridge design projects and responding to construction RFI's. He developed rehabilitation plans for hundreds of structures ranging from structural steel repair, concrete beam repair, deck patching, drainage retrofits, expansion joint repairs, railing retrofits, cleaning, heat straightening, concrete overlays, fiber wrapping, and painting.

Erik Brokamp, PE – Drainage Designer - Erik earned his BSCE from The Ohio State University in 2000 and has 24 years of experience. Mr. Brokamp has developed preliminary studies and cost estimates; quantity calculations; horizontal and vertical alignment design of roadways; and hydraulic analysis of waterway of stream crossings. He was the lead drainage design engineer for MOT-35-18.57 widening project which includes conversion of an open median to a closed median drainage system and detention to mitigate increases in peak discharges. Mr. Brokamp was also the drainage design engineer for CCG6B and the BMP designer for OC3 design build projects

Jim O'Leary, PE – Structural Designer - Jim earned his BSCE and MSCE from Youngstown State University and has over 30 years of experience in bridge design and plan preparation. His experience includes the design of rolled steel beams and steel plate girders as well as prestressed concrete beam superstructures. Mr. O'Leary has also worked on projects involving truss bridges, moveable bridges, and post-tensioned concrete structures. Jim was recently involved with the LAK-91-4.23/4.49, HAM-74 DB (MCE 5B), and the FRA-161-15.80 projects. Jim was the Lead Bridge Design Engineer for the STA-6 D/B project.

Barry Logan, PE – Roadway Designer - Mr. Logan has 29 years of experience as a transportation engineer with emphasis in geometric design. He has been the lead roadway engineer for several large multi-discipline projects ranging from Interstate reconstruction/ rehabilitation to major arterial facilities. Mr. Logan developed alignments/profiles for the West Virginia US 35 project which included 6.3 miles of new freeway including two ramps and eight side roads with at-grade intersections. He recently served as ELR's Roadway Lead for the FRA-71-17.14 project which included the widening of I-71 with profile improvements to accommodate the replacement of the Town Street, Oak Street, and Broad Street bridges and the addition of two new arterial streets.

Corrinne Lochtefeld, PE, PTOE, PTP, RSP – Lead Traffic/Lighting/ITS Designer - Corrinne has significant experience with signal timing analyses; traffic impact studies with an emphasis on access management; traffic control and signal designs; as well as roadway and drainage designs. She is certified as a Professional Traffic Operations Engineer (PTOE), Professional Transportation Planner (PTP) and is a Road Safety Professional (RSP), Level 1. Corrinne excels in traffic / safety design and planning. Her traffic/safety experience routinely wins funding through abbreviated, traditional and systemic applications. Corrinne's recent project management experience includes the City of Sylvania's Traffic Signal Improvements and Harroun Road Pedestrian Hybrid Beacon Projects, ODOT District 8 – TSG Signals, ODOT District 2 I-75 Widening, the City of Perrysburg Signal Upgrades (2023 and 2024), and the City of Maumee Uptown Streetscape Analysis.

Department of Transportation

BEL-70-9.35

INTERCHANGE IMPROVEMENT

PID 120547

PART D

PROJECT EXPERIENCE

TRITON CONSTRUCTION, INC.

E.L. ROBINSON ENGINEERING

The Triton DBT

TRITON CONSTRUCTION, INC.

E.L. ROBINSON ENGINEERING

BEL-70-5.75 Over Stillwater Creek

ODOT District 11 | PID 91866 | Belmont Co, OH

CONTRACT AMOUNT
$12M Construction

CONTRACT TYPE
Design-Bid-Build
Construction Engineering

OWNER CONTACT
ODOT District 11
Waseem Khalifa, Ph.D, PE
D11 CPA
(330) 308-7873
Waseem.Khalifa@dot.ohio.gov

CONSTRUCTION PERIOD
Completed 2018

PROJECT SCHEDULE
August 2015- September 2018
(On time completion)

SERVICES PROVIDED
Prime Contractor
Bridge Replacement
MOT

The project in Belmont County, Ohio, was located over County Road 100 and Stillwater Creek, along Route 40. The existing structure was a five-span continuous steel beam bridge with a concrete deck. The roadway width was 33 feet, with 25-foot approaches at both ends of the bridge. The spans measured 64 feet, 80 feet, 80 feet, 80 feet, and 64 feet. Both the eastbound and westbound bridges were supported by four piers, featuring an open-pier design with two columns per pier cap, and were anchored by steel piles. The abutments consisted of shallow footing stub abutments.

The project entailed demolishing the existing eastbound and westbound bridges over Stillwater Creek and replacing them with a new three-span continuous prestressed concrete I-beam superstructure, supported by integral abutments and multi-column piers. The span lengths for both bridges were 110 feet, 80 feet, and 110 feet. The roadway width from one parapet to the other measured 63 feet for the westbound bridge and 42 feet for the eastbound bridge. Roadway work included additional elements such as drainage, lighting, guardrail installation, and asphalt paving.

To streamline the project, Triton Construction employed a processor attachment on an excavator for efficient deck demolition. They handled both substructure and superstructure construction for all bridges. During demolition and construction, Triton strictly followed the Maintenance of Traffic (MOT) plan to ensure public and worker safety.

E. L. Robinson Engineering Co. acted as the construction engineering consultant for Triton Construction, supplying plans for girder erection, bridge demolition, temporary shoring, and waste area design.

HAM-50-28.08/28.24

ODOT District 8 | PID 100800 | Cincinnati, OH

CONTRACT AMOUNT
$7M Construction

CONTRACT TYPE
Design-Bid-Build
Construction Engineering

OWNER CONTACT
ODOT District 8
Tammy Campbell, PE
District Deputy Director
(513) 933-6517
Tammy.Campbell@dot.ohio.gov

CONSTRUCTION PERIOD
Completed 2023

PROJECT SCHEDULE
August 2022-October 2023
(On time completion)

SERVICES PROVIDED
Prime Contractor
Bridge Replacement
MOT

Both the HAM-50-2810 (over Heekin Ave.) and HAM-50-2825 (over W.B. Ramp to Eastern Ave.) are twin continuous steel beam bridges, totaling four bridges. The Heekin Ave Bridge was constructed in 1962, featuring span lengths of 47'-9¼", 60'-0", and 48'-2½". The W.B. Ramp Bridge, also built in 1962, has span lengths of 62'-0", 77'-6", and 62'-0". While both bridge sets consist of three spans, the Heekin Ave Bridge utilizes a solid reinforced concrete Type-T pier design. In contrast, the W.B. Ramp Bridge employs an open-pier design with five columns per pier cap. Both bridges were constructed with a non-composite reinforced concrete deck on stub abutments.

After rehabilitation, the Heekin Ave Bridge underwent several improvements, including painting the existing beams, installing new pier bearings, adding a composite reinforced concrete deck, creating a semi-integral abutment, and adding New Jersey and Texas-Rail parapets. Similarly, the W.B. Ramp Bridge received painted existing beams, new pier bearings, fresh abutment bearings, a composite reinforced concrete deck, a semi-integral abutment, and New Jersey and Texas-Rail parapets. Additional miscellaneous roadway work included installing pipes, removing and installing drainage structures, upgrading roadway lights, installing guardrails, constructing fences, and embankment fill.

Triton Construction Inc. (TCI) was awarded the project in 2022 and performed the rehabilitation work on both the Heekin Ave Bridge and Ramp H Bridge. The repairs conducted by Triton included deck and parapet replacement on the existing beams, alterations to the semi-integral abutments, conversion to elastomeric bearings, replacement of cross-frames, and installation of approach slabs for each bridge, along with embankment fill and drainage work.

E.L. Robinson Engineering Co. served as Triton's construction engineer for this project. Work included the jacking plan, bridge demolition, and temporary shoring plans.

TRITON CONSTRUCTION, INC.

E.L. ROBINSON ENGINEERING

I-77 Widening

WVDOH | PID NA | Beckley, WV

Triton Construction was the successful bidder to widen and reconstruct 7.7 Miles of Interstate 77 through a critically congested section involving several highly used interchanges including Tamarack Travel Plaza, US 19 and the I-77/I-64 split.

This high priority project involves adding additional capacity to this high-volume section of the West Virginia Turnpike, improving interchanges to accommodate the additional capacity and improving safety conditions upgrading the section to current standards. In addition to rehabilitating the existing roadway and adding capacity, this project widened and rehabilitated 10 multi-span bridges involving limited access in mountainous terrain conditions with laminated rock geology, multiple railway crossing and high-volume secondary route crossings. The project management team implemented several major impacts including alignment changes, grade changes and scope changes during construction without significant schedule changes while safely implementing traffic control modifications to incorporate the changes.

CONTRACT AMOUNT
$120.8M Construction

CONTRACT TYPE
Design-Bid-Build
Construction Engineering

OWNER CONTACT
WVDOH
Matt Rowan, PE
(304) 716-3004

CONSTRUCTION PERIOD
Completed 2021

PROJECT SCHEDULE
2018-2021
(On time completion)

SERVICES PROVIDED
Prime Contractor
MOT
Large Construction
Interchange

E. L. Robinson Engineering Co. is Triton's Construction Engineer on this project: provided Girder Erection, Bridge Demolition and Temporary Shoring plans.

TRITON CONSTRUCTION, INC.

E.L. ROBINSON ENGINEERING

I-77 Surface Drive Overpass and Eden's Fork Interchange Bridges

WVDOH | PID NA | Kanawha County, WV

CONTRACT AMOUNT
$5M Construction

CONTRACT TYPE
Design-Build

OWNER CONTACT
WVDOH
Gary Mullins, PE
(304) 356-3813

CONSTRUCTION PERIOD
Completed 2015

PROJECT SCHEDULE
April 2014-June 2015
(On time completion)

SERVICES PROVIDED
Prime Contractor
Bridge Rehabilitation
MOT

Triton Construction and E.L. Robinson Engineering teamed up to renovation of I-77 Surface Drive Overpass and Eden's Fork Interchange bridges. Per the project criteria provided by WVDOH, ELR prepared the design and construction plans for the rehabilitation of these dual interstate structures using the staged construction to maintain at least one 13 ft lane of traffic in each direction at all times during construction.

ELR inspected both the interstate twin structures without interruption to ongoing traffic and identified the deficient superstructure and substructure units. The rehabilitation included replacing the deck, replacing the parapets, repairing the spalls, cracks, replacing the approach slabs, etc.

TCI self-performed rehabilitating the concrete and steel superstructures, converting the abutments to semi-integral, and repairing eroded slopes for two sets of parallel bridges carrying I-77 over Surface Drive and CR 27 (Eden's Fork Interchange), and Kanawha Two Mile Creek. The steel superstructures were repaired to address fatigue issues adding diaphragm clips, repairing damage from over-height vehicles, upgrading bearings, and performing a full and paint using a specialized painting subcontractor.

Choosing lane-at-time staged construction methods allowed TCI to accelerate completing the work affecting the interstate traffic to one construction season in lieu of the original allowed two construction seasons. When requested by the DOH to alleviate severe congestion after the project was already under way, TCI planned and provided additional resources along with working directly with the necessary specialty subcontractors and vendors to meet the request. The TCI team received the maximum available incentive by finishing all work requiring I-77 lane closures in one construction season.

RHL Boulevard Connector

WVDOH D1 | Project# U320-214/13-0.00 | Kanawha County, WV

This project extended RHL Boulevard, near the South Charleston Ice Skating Rink, approximately 2,200 feet north from Trace Fork Shopping Center, bridging Davis Creek and Kramer Road to a new intersection with Jefferson Road (WV601).

E. L. Robinson Engineering Co. developed Value Engineering plans for Triton Construction, Inc. on a 10.94 million-dollar project. This project included nearly 1700 ft of roadway and connector bridge spanning Davis Creek and Kramer Road. Bridge length of 450 ft (c/c bearings of abutments) with a 3 span layout: 130 ft – 190 ft –130 ft. The project tasks included roadway maintenance of traffic, signing and pavement markings, waste sites, floodplain and 404 permits and post-design services that included girder erection and miscellaneous construction engineering services.

CONTRACT AMOUNT
$10.9M Construction

CONTRACT TYPE
Value Engineering

OWNER CONTACT
WVDOH
Dirar Ahmad, PE
Dirar.m.ahmad@wv.gov

CONSTRUCTION PERIOD
Completed 2022

PROJECT SCHEDULE
December 2021-October 2022
(On time completion)

SERVICES PROVIDED
Prime Contractor
Bridge
MOT
Aggressive Schedule

The three span bridge is supported by two abutments and two piers. Abutment 1 is located along the hillside south of Jefferson Road and Davis Creek, while Abutment 2 is located between Kramer Road and Jefferson Road. Pier 1 is located along a terrace above Davis Creek and Pier 2 is located on the bank of Davis Creek below Kramer Road. To achieve design grades at Abutment 2, and to keep Kramer Road open, Mechanically Stabilized Earth (MSE) walls were constructed around the abutment.

Triton Construction self-performed the entire project including construction of 450 ft long bridge supported on drilled caissons.

E.L. ROBINSON ENGINEERING

CONTRACT AMOUNT
$85M Construction
$7.8M Design

CONTRACT TYPE
Design-Build

OWNER CONTACT
ODOT District 8
Charlie Rowe, PE
(513) 933-6596
Charles.rowe@dot.ohio.gov

CONSTRUCTION PERIOD
On-Going (est. Completion 2025)

DESIGN DATES
August 2021 – May 2022
(On time completion)

SERVICES PROVIDED
Prime Consultant
Bridge Design
Geotechnical Design
Roadway Design
Retaining Wall Design
Noise Barrier Design

HAM-74-18.01 DB (MCE 5B)

ODOT District 8 | PID 104668 | Cincinnati, OH

E.L. Robinson Engineering (ELR) was the lead designer for the HAM-74-18.01 Mill Creek Expressway, Phase 5B (known as 5B) design-build project in Hamilton County, Ohio. ELR teamed with The Great Lakes Construction Co. (GLC) and was awarded the project in August of 2021 with a low bid of $84.9M. This complex urban interstate project consists of reconstruction of half of the interchange with I-74 and I-75 on the north side of Cincinnati.

The main component of the project consists of a 1900’ flyover bridge carrying I-75 southbound to I-74 westbound which cross two railroads consisting of three tracks, the Mill Creek and Spring Grove Ave. This 10 span, continuous welded steel plate girder structure was designed as two units, includes both driven pile and drilled shaft foundations and includes a 48’ wide straddle bent pier to accommodate a ramp.

The project also consists of 4 major bridge rehabilitations, a new pedestrian bridge, new prestressed I-girder concrete bridge, and 11 retaining walls. Roadway work includes 1.2 miles of pavement replacement, widening the typical section to include 3 lanes of traffic, relocation of three local streets and 2600’ of noise barriers. During the bidding process, the ELR/GLC team received approval for an Alternative Technical Concept which revised the scoped basic configuration of the project and eliminated half of a ramp bridge providing significant savings and ultimately leading to the being the successful bidder. Additional project requirements included heavy utility coordination and relocation, coordination with two railroad owners, 404/408 USACE permits, local/stakeholder coordination and a compressed design **schedule of 9 months!**

CUY-77-13.80 Design Build (CCG6B)

ODOT District 12 | PID 82388 | Cleveland, OH

This project consists of replacing the CUY-77-1409 structure carrying Broadway Avenue (SR-14) over IR-77 and reconfiguring the ramps from IR-490EB/WB to IR-77SB to provide standard lane width and merge distances. The existing ramp from Broadway Avenue to IR-77SB was reconstructed into Frontage Road to Pershing Avenue.

The intersections of Broadway Avenue with Gallup Avenue, Roseville Court, and Dille Avenue were also reconstructed to match any vertical changes to Broadway and improve curb radii. The mainline lanes of IR-77SB, were resurfaced as part of this project. A multi-use path was constructed along the Frontage Road between Broadway and Pershing Avenues.

A congested urban environment and prescriptive scope requirements required innovative retaining wall designs to minimize conflicts with existing underground utilities. The unique retaining wall designs include jet grouting to construct a concrete gravity wall in place with minimal excavation, underpinning an existing retaining wall with jet grouting, and a 23’ high soldier pile wall with two rows of soldier piles to span over a fiber optic duct bank without using ground anchors, which the project scope placed restrictions on using.

Working with the contractor and specialty subcontractors, ELR designed the unique retaining walls on a compressed design schedule typical for design-build projects.
The 400’ two-span precast concrete beam semi-integral bridge replaced the existing 63-degree skew bridge. The 114”, post-tensioned girders are supported on full height abutments and a cap and column pier and feature prescribed aesthetic elements consistent with the I-77 corridor.

E.L. ROBINSON ENGINEERING

CONTRACT AMOUNT
$30M Construction
$2.1M Design

CONTRACT TYPE
Design-Build

OWNER CONTACT
ODOT District 12
Dave Lastovka, PE
(513) 933-6596
David.lastovka@dot.ohio.gov

CONSTRUCTION PERIOD
Completed 2019

DESIGN DATES
February 2017 – November 2017
(On time completion)

SERVICES PROVIDED
Prime Consultant
Bridge Design
Geotechnical Design
Roadway Design
Retaining Wall Design
Noise Barrier Design

E.L. ROBINSON ENGINEERING

CONTRACT AMOUNT
$11M Construction
$1.3M Design

CONTRACT TYPE
Design-Bid-Build

OWNER CONTACT
ODOT District 7
Jonathan Koester
(937) 497-6753
Jonathan.koester@dot.ohio.gov

CONSTRUCTION PERIOD
Completed 2024

DESIGN DATES
June 2018 – August 2022
(On time completion)

SERVICES PROVIDED
Prime Consultant
Bridge Design
Geotechnical Design
Roadway Design
Signal Design

MOT-35-19.80

ODOT District 7 | PID 90273 | Dayton, OH

As part of the MOT-35 corridor improvements, the Woodman Drive Interchange with US 35 was broken out as a separate project to accommodate funding restrictions (PID 90273). The project originally redesigned the existing diamond interchange to be a Single Point Urban Interchange (SPUI). It was later determined that a Tight Urban Diamond Interchange (TUDI) was more cost-effective. The TUDI project involved the rehabilitation and widening of 1500' of the urban arterial Woodman Drive. Ramp geometrics and profiles were designed to accommodate the MOT-35-18.57 Add Lane project which was constructed prior to the MOT-35-19.80 project.

The new interchange separates the ramp intersections from the nearby Linden Avenue intersection. New signals were installed to improve operations and efficiency while CCTV cameras were added to monitor traffic flow through the corridor. Multimodal access was also improved through a new wider sidewalk across the bridge over US-35 and connections to the Creekside Trail.

Traffic was maintained with part width construction on Woodman Drive, lane shifts on US-35, and short-term detours on the interchange ramps. In addition, the MOT-835-0002, Woodman Drive over US 35, and the MOT-Woodman Drive-0.019, Woodman Drive over the Creekside Trail, structures will be rehabilitated and widened as needed to accommodate the interchange geometry. The project utilized Performance Based Project Development to provide safe, efficient improvements to the congested interchange while maximizing the use of the existing features.

Jefferson Road Design Build

WVDOH D1| Project #U320-601-0.00-04 |
Kanawha County, WV

To relieve the current and future traffic congestion along Jefferson Road (WV601), the Department of Highways (DOH) planned to use this design build project to realign Jefferson Road from US 119 to US 60 including providing new structure over the Kanawha Turnpike and CSX dual rail lines. E.L. Robinson Engineering (ELR) led the successful design efforts from the Columbus, Cleveland, and Charleston offices. The interoffice team held regular coordination meetings, utilized file sharing sites, and worked as a team to seamlessly deliver the project through the design phase.

With the proposed improvements, the existing signalized offset intersection with Jefferson Road and the Kanawha Turnpike was eliminated. To maintain access to the Turnpike, connector roads were designed with a multilane roundabout also located under the structure. As the successful designer, our team optimized cut slopes, minimized structure length, and extensively reviewed the maintenance of traffic impacts. This project will widen the two-lane urban arterial to five lanes, add a shared use path, install new curb and gutter with a closed drainage system, improve traffic control, and install new water and sanitary facilities within the project's 1.5-mile corridor.

E.L. ROBINSON ENGINEERING

CONTRACT AMOUNT
$47M Construction
$4M Design

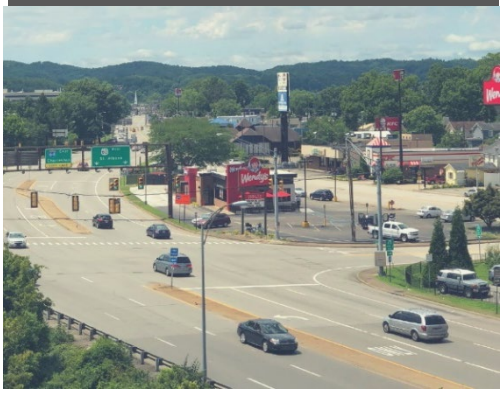
CONTRACT TYPE
Design-Build

OWNER CONTACT
WVDOH
Jason Hamilton, PE
Area Engineer
(304) 205-6987
Jason.g.hamilton@wv.gov

CONSTRUCTION PERIOD
On-Going (est. Comp. Spring 2025)

DESIGN DATES
June 2019 – January 2021
(On time completion)

SERVICES PROVIDED
Prime Consultant
Roadway Design
Signal Design
Bridge Design
Geotechnical Design



E.L. ROBINSON ENGINEERING

CONTRACT AMOUNT
$23.4M Construction
$740K Design

CONTRACT TYPE
Design-Build

OWNER CONTACT
ODOT District 11
Waseem Khalifa, Ph.D, PE
D11 CPA
(330) 308-7873
Waseem.Khalifa@dot.ohio.gov

CONSTRUCTION PERIOD
Completed 2012

DESIGN DATES
December 2009 – June 2011
(On time completion)

SERVICES PROVIDED
Prime Consultant
Bridge Design
Geotechnical Design
Roadway Design

BEL-70-7.61 Design Build

ODOT District 11 | PID 76825 | Belmont Co, OH

E.L. Robinson successfully won the BEL-70-7.61 Design Build project in District 11. The project involved the major rehabilitation of 5.0 miles of Interstate Route 70 in Belmont County, Ohio. This project included placing a concrete overlay with asphalt bond breaker on mainline I-70 and the SR 149 ramps.

In addition, the eastbound passenger car rest area parking lot pavement was replaced and ADA compliant curb ramps installed at both rest areas.

The BEL-70-0775 and BEL-70-0963 mainline structures were rehabilitated. The rehabilitation included installation of new beams and deck, conversion of the abutment to semi-integral, and pier cap replacement.

Construction was completed utilizing two main phases. One phase for westbound, and one phase for eastbound. To save on construction costs, a hybrid contra-crossover scheme was utilized. This scheme was chosen over part width, as only one side, the eastbound, mainline bridges needed to be temporarily overwidened to maintain the required lane widths. As part of the maintenance of traffic, existing shoulders used for maintaining traffic were replaced and additional temporary pavement and crossovers were installed. For the westbound maintenance of traffic phase, both lanes of westbound traffic were crossed over to the eastbound side. One lane of westbound traffic was crossed back over to the westbound side at the mainline structures, as the existing eastbound bridges were not wide enough for maintaining four lanes of traffic.

Department of Transportation

BEL-70-9.35

INTERCHANGE IMPROVEMENT

PID 120547

PART E
RESUMES OF KEY PERSONNEL

TRITON CONSTRUCTION, INC.

E.L. ROBINSON ENGINEERING

The Triton DBT

Gary Saltsman, Jr, EIT – DBT Project Manager
Gary Saltsman, Jr., EIT, is an experienced Project Manager with a robust portfolio of extensive infrastructure and bridge projects. His expertise in phased construction is evident in projects where he oversaw demolition and bridge widening while maintaining active traffic flow implementing innovative engineering methods like custom falsework and precast systems. With a commitment to safety, quality, and innovation, Gary consistently delivers projects that meet rigorous technical and stakeholder expectations.

TRITON CONSTRUCTION, INC.

Years of Experience:
Total: 10
With TRITON: 2

Education:
BS Civil Engineering Technology, University of Pittsburg, 2015

Certifications:
EIT: PA #ET021119

Unique Qualifications:

- OSHA 30-HR Construction Safety & Health
- OSHA Competent Person
  - Confined Space Entry
  - Fall Protection
  - Scaffolding
  - Trench and Excavation
- Red Cross First Aid, CPR, and AED
- PennDOT NECEPT Concrete Field-Testing Technician
- ASBI Grouting Training Certificate,
- Post Tensioning Institute (PTI) Level 2 Multi-strand & Grouted PT Specialist exp. 2028

PROJECT EXPERIENCE

Cheat River Bridge Design Build, Tucker County, WV ($147M) (WVDOH) ***Project Manager*****:** Design and Construction of a 3,300' multi span steel plate girder bridge over the Cheat River. The bridge piers are founded on a combination of large diameter drilled shafts and H-piling. The project consists of H-shaped piers that range from 150' to 160' in height, 88'6" by 24' pier caps, and a cast in place deck. The 620' main river span included stacked haunch girders. The project is currently ongoing. | *Date of Construction:* January 2023 – Present | *Owner & Contact Information:* West Virginia Division of Highways, Tommy Collins - WVDOH Regional Construction Engineer Coordor H, Phone: (304) 546-1455

F89 Exit 300 I81 Accelerations Lane, Warren County, VA ($7M) (VADOT) ***Project Manager:*** Construction of a 130' single span precast beam bridge over Water plant Road near Strasburg VA. Project consists of phased construction along I81 at mile post 300. Phase 1 included demolition of half of the original 3 span bridge, and widening towards the median of I81. The project is currently ongoing. | *Date of Construction*: November 2022 – June 2024 | Owner & *Contact Information:* Virginia Department of Transportation Josh parlett – VDOT Construction Manager Staunton District, (540) 743-1420

John Blue Bridge, Hampshire County, WV ($12.1M) (WVDOH) ***Project Manager:*** Construction of a 478' multi span steel plate girder bridge over the South Branch of the Potomac River. The bridge piers were founded on large diameter drilled shafts within the river and the abutments were on driven piling. The project also consisted of 2 – 300' retaining walls with permanent rock anchorages. *Date of Construction:* January 2020 - May 2022 | *Owner & Contact Information:* West Virginia Division of Highways – District 05, Daniel Watts, (681) 320-2077

Charleroi Locks and Dam - River Chamber Completion, Monongahela River, Monessen, PA ($56M) ***Project Engineer*** **:** Performed as a Joint Venture by Trumbull Corporation and Brayman Construction, TBJV is currently building the Base Bid, Option 1, and Option 2. With these options, TBJV will construct the new middle wall monoliths from M-1 to M-16. Aspects of the Project include the following: Cofferbox Excavation, Cofferbox Dewatering, Underwater Excavation, 72-inch Diameter Drilled Shafts, Drilled Shaft Tremie Concrete, Secant Pile Installation, Mass Monolith Concrete Placements, Crosshole Sonic Logging (CSL) Testing, Control Tower – CIP Construction, Sheet & King Pile Cofferbox Construction, Mass Tremie Concrete Placements, and Dynamic Pile Testing. | *Date of Construction:* September 2017 – July 2018 | *Owner & Contact Information:* US Army Corps of Engineers, Pittsburgh District

SR 93 Oakley C. Collins Memorial Bridge (Ironton-Russell Bridge), Ironton, Lawrence County, OH ($87M) (OHDOH) ***Project Engineer*****:** Scope involved construction of a cast-in-place concrete, cable-stayed bridge with the main unit consisting of three spans; two flanking spans at 370’ each and a center span of 900’ -- the longest span ODOT has ever constructed. The main span is supported by 2-each, 316’ tall cast-in-place delta-shaped towers, founded on large diameter drilled shafts with rock sockets. The project employed many innovative modifications to traditional means and methods such as casting back spans in place using custom designed falsework, a precast anchor block system to simplify stay cable anchorage placement, precast concrete girders for floor beams on side spans, and precast cofferdams.| *Date of Construction:* August 2015 – July 2017| *Owner & Contact Information:* Ohio Department of Transportation, District 9

Michael Gedman – DBT Construction Manager
Michael Gedman is a seasoned Superintendent with extensive expertise in leading large-scale infrastructure projects, particularly in Design-Build-Transportation (DBT) systems Mr. Gedman excels in coordinating with engineering teams, contractors, and regulatory agencies to ensure projects meet strict quality, safety, and scheduling standards. His hands-on approach to budget management and field operations ensures efficient execution and cost-effective solutions. Renowned for his ability to deliver high-profile projects, Mr. Gedman is a trusted leader in the construction industry, driving innovation and excellence in infrastructure development.

TRITON CONSTRUCTION, INC.

Years of Experience:
Total: 40+
With TRITON: 2

PROJECT EXPERIENCE

Bridge Replacement Over PA Turnpike, Monroeville, PA ($12.5M) (PA Turnpike) *Superintendent*
The project involved demolishing three-quarters of the existing bridge while maintaining traffic flow on the remaining quarter. Existing abutments were removed, and new ones were constructed to support the replacement bridge. I coordinated scheduling and ensured seamless collaboration among all equipment operators and teams. Close communication with Pennsylvania Turnpike inspectors was maintained to ensure compliance with standards and project specifications. The project was successfully completed with a focus on safety, efficiency, and quality. | *Date of Construction:* 2020 - 2021 | *Owner & Contact Information:* Pennsylvania Turnpike

376 Express Way, Beaver CO ($25M) (PennDOT) *Superintendent:* The project spanned over 8 miles including 3 bridge rehabs including the painting of the structure, a deck overlay, new bearings, dam replacements, lighting improvements and electrical upgrades on the bridge that carries I-376 over the Ohio River in Vanport and Potter townships. On two bridges the decks were removed and replaced with concrete. On the other bridge there was a laytex overlay. *Date of Construction:* 2017 - 2018| *Owner & Contact Information:* Pennsylvania Division of Highways, District 11

Steet Rehab, Beaver CO ($28M) (PennDOT) *Superintendent:* The project involved bridge overlays, dam replacement, and roadway rehabilitation, including patch paving and drainage improvements. New curbs and sidewalks were installed throughout the town to enhance infrastructure. I oversaw the pavement and asphalt work to ensure quality and adherence to standards. The upgrades aimed to improve safety and functionality for the community. | *Date of Construction*: 2015 - 2017| Owner & *Contact Information:* Pennsylvania Division of Transportation

Hulton Bridge, Oakmont PA ($65.5M) (PennDOT) *Superintendent:* This project involved the replacement of a two lane bridge with a new four lane five span haunched girder bridgeerected up stream of the existing bridge on the Alleganey River. Abutments 1 and 2, as well as Pier 1, include H-Pile foundations. River Piers 2, 3 and 4 are founded on eight each, five-foot diameter caissons with Piers 2, 3 and 4 requiring the use of cofferdams. A portion of the main span was erected over the active channel by strand jacking a two segments to final elevation. During the duration of this project I supervised rebuild and budget including all dirt work, pipework, causeway, and chauffeur dams. | *Date of Construction*: 2013 – 2015 | Owner & *Contact Information:* Pennsylvania Department of Transportation

Freeport Bridge, Pittsburg, PA ($63M) (PennDOT) ***Superintendent:*** The project included a complete redecking of the existing truss bridge and complete removal and replacement of the approach bridges. The existing northern approach comprised 13 intersections and three dangerous weave areas that were reconfigured to improve safety and travel time as part of this project. The project implemented drilled shafts to to support structures with significant axial and lateral loads, ensuring deep foundational stability. Supervised the demolition and managed dirt fills, drainage, caissons/pilings, and causeways for the new replacement bridges. | *Date of Construction*: 2010 – 2013| Owner & *Contact Information:* Pennsylvania Division of Transportation, District 10

Rick Rockich, P.E. – Design Lead
Rick is a Project Manager and Structures Engineer in E.L. Robinson's Cleveland Office. He has extensive experience gained through planning, design, rehabilitation, and construction services. He has served as Lead Designer, Project Engineer, or Project Manager on vehicular, railroad, and pedestrian bridge projects, ranging from steel through-girders to steel lift trusses. Rick is qualified as a Level 3 bridge designer and Level 2 bridge inspector. He has served as Project Manager for the advancement of over 100 bridge replacement projects from the programming stage to construction. Rick has the experience, availability and local knowledge to excel as Design Project Manager for the BEL-70-9.35 project.

E.L. ROBINSON ENGINEERING

Years of Experience:
Total: 40+
With ELR: 14

Education:
M.S., Structures and Foundations, University of Akron, 1983

Certifications:
PE: Ohio #47365

Unique Qualifications:
- ODOT Design Build Experience
- Project Manager for over 25 DB's
- ELR Project Manager for $200M FRA-670/71 Design Build
- Designed over 200 Bridges
- Accelerated Schedule Experience

PROJECT EXPERIENCE

CUY-77-13.80 CCG6B Cleveland Innerbelt, Cleveland, OH ($30M) (ODOT D12) *ELR Design Project Manager*: This project consists of replacing the CUY-77-1409 structure carrying Broadway Avenue (SR-14) over IR-77 and reconfiguring the ramps from IR-490EB/WB to IR-77SB to provide standard lane width and merge distances. The existing ramp from Broadway Avenue to IR-77SB was reconstructed into Frontage Road to Pershing Avenue. The intersections of Broadway Avenue with Gallup Avenue, Roseville Court, and Dille Avenue were also reconstructed to match any vertical changes to Broadway and improve curb radii. The mainline lanes of IR-77SB, were resurfaced as part of this project. A multi-use path was constructed along the Frontage Road between Broadway and Pershing Avenues.

A congested urban environment and prescriptive scope requirements required innovative retaining wall designs to minimize conflicts with existing underground utilities. The unique retaining wall designs include jet grouting to construct a concrete gravity wall in place with minimal excavation, underpinning an existing retaining wall with jet grouting, and a 23' high soldier pile wall with two rows of soldier piles to span over a fiber optic duct bank without using ground anchors, which the project scope placed restrictions on using. Working with the contractor and specialty subcontractors, ELR designed the unique retaining walls on a compressed design schedule typical for design-build projects.

The 400' two-span precast concrete beam semi-integral bridge replaced the existing 63-degree skew bridge. The 114", post-tensioned girders are supported on full height abutments and a cap and column pier and feature prescribed aesthetic elements consistent with the I-77 corridor.

FRA-71-17.16/FRA-670-4.19 Design Build, Columbus, OH ($200M) (ODOT-D6) *ELR Design Project Manager and Quality Oversight Manager:* This $200 million DB project improved safety and operational efficiency of the I-670/71 Interchange. Goals included providing a multimodal solution for the interchange and surrounding streets, access points, pedestrian facilities, and aesthetic enhancements to support the City of Columbus' Complete Streets

philosophy. The RFC (Released for Construction) plans were completed in a ninemonth period for all of the drainage and SWPPP design, seven bridges (which included a 1000' long flyover structure), and twenty-six retaining walls.

The wall types were of the MSE, CIP, and T-Type. ELR also provided Geotechnical Engineering needs for the entire project. For ELR's portion of the project, Rick was responsible for all aspects of the design and RFC plans.

HAM-74-18.01 Design Build (MCE 5B), Cincinnati, OH ($85M) (ODOT-D8) ***ELR Design Project Manager and Quality Oversight Manager:*** This complex urban interstate project consists of reconstruction of half of the interchange with I-74 and I-75 on the north side of Cincinnati. The main component of the project consists of a 1900' flyover bridge carrying I-75 southbound to I-74 westbound which cross two railroads consisting of three tracks, the Mill Creek and Spring Grove Ave. This 10 span, continuous welded steel plate girder structure was designed as two units, includes both driven pile and drilled shaft foundations and includes a 48' wide straddle bent pier to accommodate a ramp. The project also consists of 4 major bridge rehabilitations, a new pedestrian bridge, new prestressed I-girder concrete bridge, and 11 retaining walls. Roadway work includes 1.2 miles of pavement replacement, widening the typical section to include 3 lanes of traffic, relocation of three local streets and 2600' of noise barriers. During the bidding process, the ELR/GLC team received approval for an Alternative Technical Concept which revised the scoped basic configuration of the project and eliminated half of a ramp bridge providing significant savings and ultimately leading to the being the successful bidder. Additional project requirements included heavy utility coordination and relocation, coordination with two railroad owners, 404/408 USACE permits, local/stakeholder coordination and a compressed design schedule of 9 months!

SUM-76/77-8.42/9.77 Akron Beltway DB Documents, Akron, OH ($170M) (ODOT- D4) ***Design Project Manager:*** ELR has been providing engineering support services to ODOT District 4 for the preparation of the design build scope of services and supporting documentation associated with the reconstruction of a portion of IR-76 and IR-77 in Summit County as part of the overall improvements to the Akron Beltway. Work also includes preliminary engineering, three Structure Type Studies, geotechnical services, environmental services, design exceptions, public involvement, and post award design review support, including Buildable Unit reviews.

BEL-470-6.54, Belmont County, OH ($3.4M) (ODOT- D11) ***Design Project Manager*****:** ELR worked with District 11 on the rehabilitation study for the existing structure carrying IR470 over SR7 and the Norfolk Southern Railroad. ELR investigated the feasibility of removing the existing intermediate deck joint and hinges in the beams and making the superstructure continuous. ELR investigated four elements to evaluate removing the pier and hanger assemblies and making the beams continuous: 1) the capacity of the existing beams to be made continuous; 2) substructure fixity; 3) ability of the existing bearings to accommodate temperature movements or type of new bearing required and 4) capacity of the existing substructure to accommodate temperature forces. It was determined that the beams/girders could be made continuous and final design plans were completed. Additionally, the structure crosses a pair of CSX railroad tracks, where ELR coordinated contractor access to the project area for structural repairs utilizing a temporary railroad crossing. ELR assisted ODOT with negotiating the railroad agreement, temporary railroad crossing permit and crossing details