

DGL Consulting Engineers, LLC

DGL Consulting Engineers, LLC specializes in **transportation, site development and traffic engineering**, with highly proficient survey/property and structural engineering staff supporting our primary disciplines. Every project undertaken by DGL is led by a Project Manager who maintains project responsibility throughout all project phases. A firm Principal is directly involved in all of our projects; many times serving as Project Manager. This practice affords our clients direct access to the most experienced professionals, while maintaining a continuity of accountability – both major factors to a successful project. These responsibilities include: client contact, proposal preparation, preliminary investigation, design, and contract administration during construction. We have found that this continuity of responsibility is a major factor to a successful project. Depending on the complexity of a project, more than one principal may be involved but only one is responsible to the client for overall project development. We are proud of our record of providing professional services to public and private sector clients continuously for over eighty-five years.

DGL Consulting Engineers is currently pre-qualified with ODOT in the following areas:

- Bicycle Facilities & Enhancement Design
- Non-Complex Roadway Design
- Complex Road Design
- Interchange Justification / Modification Study
- Safety Study
- Right of Way Plan Development – Limited
- Right of Way Plan Development – Complex
- Bridge Design Level 1
- Bridge Design Level 2
- Minor Bridge Inspection
- Basic Traffic Signal Design
- Traffic Signal System Design
- Limited Highway Lighting Design
- Environmental Document Prep. – CE

DGL Consulting Engineers, LLC, is wholly owned by its five principals:

- Stephen M. Way, P.E. – Principal, Managing Director
- Laurie L. Adams, P.E., PTOE – Principal
- Ahmed E. Hamid, P.E. – Principal
- Scot A. Morehouse, P.E. – Principal
- Richard J. McGuckin, P.E., CPESC – Principal



As can be seen by our current ODOT pre-qualifications illustrated within the previous section, DGL specializes in all facets of the civil/structural engineering industry. We are currently organized in six distinct service niches – transportation; traffic engineering; site development; structural engineering, survey and construction services. Each of these service areas is led by an owner of our firm with an average of 28 years of experience in their respective area(s) of expertise. These disciplines incorporate staff that are familiar with construction techniques and routinely perform construction observation as required to ensure our designs are built in accordance with contract documents.

As a multi-discipline firm, DGL is in an ideal position to meet the needs of our clients by offering them an extensive range of engineering, planning and design services. We have the ability to provide superior expertise on any project assignment.

We offer the following in-house services:

- Transportation design
- Traffic engineering
- Site development
- Structural engineering
- Survey
- Construction services



Recent Projects



Hollywood Casino – Toledo - The civil engineering associated with the Hollywood Casino—Toledo is comprised of two primary elements. These are generally described as: the proposed site improvements on two adjoining parcels totaling 44 acres and public infrastructure improvements deemed the responsibility of Penn National Gaming. Proposed site improvements consisted of two surface parking lots, a 3/4 mile loop road, tour and mass transit bus provisions, as well as pedestrian accommodations. Drainage design activities included storm sewer design, post

construction BMPs (Best Management Practice) and a Storm Water Pollution Prevention Plan. LEED elements were incorporated to apply for Gold accreditation. Public infrastructure improvements are items such as traffic control elements along Miami Street, local utility capacity improvements and the reconfiguration of the I-75 interchange as traffic engineering and site improvements warranted. The assistance with construction services was also performed.

Lake Erie Port Manufacturing & Industrial Center - The project is located at 2863 Front Street, Toledo, Ohio (formerly known as the Chevron Property) and consists of the redevelopment of an existing brownfield site, generally described as the construction of an industrial spur track system totaling approximately 2 miles of track. Primary work items consisted of: Earthwork; Industrial Spur Track System; Culvert Installations and coordination with Toledo Edison and NS Railroad on work to be performed by each of them. DGL work items included: the assessment of previously designed civil components to be incorporated into the project and design of the site infrastructure such as storm sewer, ditch and pond. DGL is also responsible for preparation of bid documents in an acceptable format for the funding source; review of bids and a recommendation of award; shop drawing reviews and assist in construction questions. In addition to phase 1 design described above, DGL was also responsible for completing phase 2 design plans (currently under construction) and coordinating with future infrastructure plans for the site. Weekly meetings with TLCPA, Midwest Terminals and other project stakeholders are on-going to ensure project objectives are achieved.



LUC – Wheeling Street (CR 505) - The Wheeling Street project, between Brown Road and Navarre Avenue (SR 2), is located in Oregon, Ohio. Congestion in the I-280/Wheeling Street interchange area spurred the need for a study. The existing three lane bridge with a 360' ramp spacing resulted in deficient turn lane lengths. The Preliminary Engineering Study was completed and included an Interchange Modification Study and a Bridge Type Study. The IMS also spurred the removal of the I-280 off ramp and Munding Drive merge thus rerouting Munding traffic to alternate routes. Curbed pavement, improved drainage, sidewalks, and a

coordinated signal system were provided with the project. After the construction contract was awarded, decorative lighting was added in the interchange area, then the signal and lighting plans were reworked to accommodate the new lighting.