Stephen M. Way, P.E.

Principal, Managing Director

Registration:

Professional Engineer, New York and Ohio (First Registered: 1994)

Education:

Bachelor of Science in Civil Engineering, Clarkson University, 1989

General Qualifications:

Mr. Way serves as Managing Director for DGL Consulting Engineers. Mr. Way possesses diverse experience in consulting engineering with project assignments spreading over the transportation, heavy civil works and industrial, as well as roadway and flood control disciplines. Steve is also knowledgeable in successful project management, scheduling, contract and project financing techniques. Specific expertise includes: preliminary and final structural design; vehicular, pedestrian and rail bridge design; design of industrial/manufacturing buildings; and the structural engineering to support the manufacturing process of several different companies. In addition, he has completed the design of several navigational and flood control structures for the U.S. Army Corps of Engineers, and served as owner's representative and construction manager when the project requires.

As DGL's managing director, Mr. Way is responsible for the necessary allocation of staff to our projects, management of corporate finances, customer relations, business development and insuring compliance to DGL's established Quality Control procedures. Mr. Way often performs the Quality Assurance Reviews on our transportation, civil and industrial project assignments.

Transportation Experience:

U.S. 24 (Fort to Port) Improvements, ODOT- District 2, HEN/LUC-24-10.42/0.00, Napoleon to Waterville, Ohio

Served as Quality Assurance Manager for Stage 1 design activities for the entire 24 mile ($158M) roadway project on new alignment. In this capacity, procedures were developed and implemented that assured ODOT that a consistent product would be delivered by the three design consultants. Mr. Way also completed reviews of design elements completed by DGL staff prior to submission of our materials to the Prime Consultant. The development and ongoing maintenance of the project schedule (1050 activities) in Primavera was also completed by Mr. Way for this ODOT Major PDP project.

Interstate 280 Widening, ODOT – District 2, LUC-280-4.67, Toledo, Ohio

Served as the Project Manager for the widening of approximately 1 mile of I-280 from the I-75 Interchange to the Buckeye Basin Greenbelt Parkway. The project included the design of a prestressed concrete through girder pedestrian bridge, post & panel retaining walls, rigid concrete pavement and the associated drainage, lighting and utility design. In the management of this project the coordination of geotechnical, underground utility locators and mechanical traffic counting consultants was required. In association with this project, an in-depth study of the I-75/I-280 Interchange was conducted to evaluate its ability to perform at the same Level of Service as the widened I-280 roadway. This study resulted in 13 different reconfiguration alternatives, detailed drainage and detention pond evaluation and a CORSIM simulation of the interchange and Manhattan Boulevard operations.

Erie County Bridge Replacements, Erie County Engineer, Sandusky, Ohio
Served as Project Manager for the replacement of six bridges for the Erie County Engineer. Each bridge replacement project consisted of field survey and mapping, environmental processing, bridge and roadway design and the production of right-of-way plans necessary to accommodate the widened bridge structures. Bridge superstructures consisted of prestressed box beam units with over the side drainage. The 30 and 50 foot spans were then supported by cantilever abutments founded on both soil and rock as conditions warranted.

Route 47 over Great Miami River, SHE-047-15.89, ODOT - District 7, Sidney, Ohio
Served as Assistant Project Manager and Project Engineer for the inspection, load rating and report preparation phases of this project. The historic Route 47 structure is a three span reinforced concrete filled arch with concrete spandrel walls and ornamental balustrades. Work tasks on this project included: performance of a hands-on inspection of the entire concrete structure, coordination of a detailed concrete coring and testing program, completion of a load rating of the existing structure based on AASHTO requirements, and authoring of a comprehensive bridge evaluation report to the client.

Delaware & Hudson/NY Susquehanna Railroads over Bevier Street, NYSDOT, Binghamton, New York
Project Engineer responsible for the design and detailing of the following items for the design of an 80 ft. steel multi-plate girder railroad bridge: steel superstructure (floorbeams, diaphragms and girders); bearings; gravity abutments; and temporary soldier pile and lagging wall. Also reviewed excavation plan and associated details, Right-of-Way plan and taking map, and maintenance of traffic plan. During project, coordinated maintenance of traffic, existing adjacent railroad bridge demolitions, industrial waste removal, and railroad review comments. Upon completion of the project design phase, was responsible for checking quantities and preparing the $2.0 million engineer's estimate.

Heavy Civil Works Experience:
Wyoming Valley Levee Raising Project, Army Corps of Engineers, Wilkes-Barre, Pennsylvania
Responsible for the structural concrete inspection of 20 existing pump stations in the Susquehana River Basin. Following these inspections, remediation details were developed, as necessary, to improve the serviceability of these facilities. Also performed analyses of existing structural components as required for revised loading conditions from the proposed levee raising project. Following the development of repair methods, Mr. Way was responsible for preparing the Detailed Cost Estimate for each station using the USACOE MCACES Estimating package.

Industrial Experience:
Century Mold, Inc., Rochester, New York
Project engineer responsible for the design of a 80,000 sq.ft. manufacturing and office facility. Design tasks included: steel beams and columns, steel rigid frames, both monorail and gantry crane details computer modeling, roof system, slab on grade and trench details, spread footing and strip footing design, and miscellaneous connection design. Assisted in structural revisions to field changes.

Building 8 Crane Additions, Elmgrove Plant, EKCO, Rochester, New York
As Project Engineer for this job responsibilities included: quality control and checking of all steel joist analysis and reinforcement design, project coordination with Kodak and their overhead crane vendor and construction representation, as necessary.

Building Dismantlement Program-Phases I & II, EKCO, Rochester, New York
This project involved the demolition of 27 buildings throughout Kodak Park. As Project Engineer for this project responsibilities included: OSHA required structural evaluation of all buildings prior to their demolition, re-support of utilities that were supported by the existing building's structural system, and coordination with Kodak's electrical, mechanical and construction personnel.

Building 53, Roof Stacks, EKCO, Rochester, New York
Served as Design Engineer for the preparation of structural calculations, coordination of drawing preparation, as well as the required coordination between Kodak's facility and the exhaust stack manufacturer for the addition of five 6' diameter exhaust stacks to the existing roof system of Bldg. 53. Each exhaust stack was 125 feet tall and required extensive wind and dynamic analysis to quantity the loads to be applied to the existing roof system.

Miscellaneous Structural Experience:
Jeep Site Roadways and Utilities, City of Toledo, Toledo, Ohio
Served as Chief Structural Engineer for all structural engineering required for the construction of 1 1/2 miles of city road around the Expanded Chrysler Automotive plant. This project required the design and detailing of a pre-fabricated concrete three-sided culvert, various retaining walls throughout the project limits and preliminary engineering studies of retaining wall options at the I-75 bridge over the Ann Arbor Railroad. Due to extremely poor soil conditions a steel post and concrete lagging wall tied back to a concrete deadman was designed to expand the area available for Chrysler development.

Professional Affiliations:
American Council of Engineering Companies - Toledo Regional Director
American Society of Highway Engineers
Technical Society of Toledo
Wood County Economic Development Commission
Northwest Ohio Regional Economic Development Association
Oregon Economic Development Foundation
Toledo Metropolitan Area Council of Governments (TMACOG) – Transportation Committee

Continuing Professional Development:
Essential Skills for Design Firm Management – ACEC
Financial Management of Design Firms – ACEC
Growing Your A/E Firm (or Not) – PSMJ
Navigating the Maze of Project Management – ACEC
The Modern Roundabout as a Traffic Signal Alternative – ASCE
In Control – The Right Way to Develop a Strategic Business Plan – ACEC
Section 106/National Register Eligibility Training – ODOT
SureTrak/Primavera Project Scheduling Software – ODOT
Contract Specification Writing – University of Wisconsin at Madison
Railway Bridges: Inspection, Rating & Upgrading – The George Washington University
Highway Bridges Rehabilitation: Evaluation & Upgrading – The George Washington University
Technical Writing – Rochester Institute of Technology
Bridge Inspection Course – NYSDOT
Reinforced Masonry Design – ASCE
8-hour Asbestos & Lead Awareness Training – NYSDOT