



**Department of  
Transportation**  
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Mike DeWine, Governor  
Jon Husted, Lt. Governor  
Pamela Boratyn, Director

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Jeff Wiemken  
Senior Project Manager / Market Lead  
The Beaver Excavating Company  
2000 Beaver Pl Ave SW, Canton, OH 44706  
330-478-2151 (Office), 419-467-5709 (Mobile)  
[JeffW@beaverexcavating.com](mailto:JeffW@beaverexcavating.com)

Re: Department ATC Meeting Minutes Response  
Project: (25)3000, BEL-70-9.35, PID 120547

Mr. Wiemken

ODOT has reviewed your submitted ATCs Minutes from our Feb 21 2025 One-on-One Meeting and Final ATC Submission. The Department finds the Meeting Minute Notes do generally represent the discussions and the Department's disposition for the ATC Discussion.

We provide the following responses:

***01 - Modification of Closure Duration on IR-70 Ramps***

Disposition is correct: Reject.

***02 - Modification of Curb Type on SR-149***

Disposition is correct: Accept.

***03 - Modification to IR-70 Alignment***

Disposition is correct: Reject.

***04 - Modification to IR-70 Bridge Shoulder Widths***

Disposition is correct: Reject

***05 - Reuse of Existing Drainage Facilities***

Disposition is correct: Accept as Revised, however revised submitted language shall be modified to the following:

*"The following conduits/culverts shall be replaced or corrected due to them being in fair or poor condition:*

- CFN 1858223, 292 feet in length of 48"x60" elliptical CMP - traverses under IR-70*
- CFN 1858224, 102 feet in length of 54" CMP - traverses under Ramp A*
- CFN 1836941, 120 feet in length of 36" CMP - traverses under SR-149*

*The DBT shall replace the conduits/culverts in their entirety, utilize the process of a close-fit pipe liner, or utilize a process of an applied structural liner for the specific drainage structure(s) noted immediately above. If a close-fit pipe liner or an applied structural liner is performed, all work shall comply with ODOT specifications SS899 (CLOSE-FIT PIPE LINER) or SS833 (CONDUIT RENEWAL USING SPRAY APPLIED STRUCTURAL LINER), respectively. The DBT shall ensure the drainage structures meet final design hydraulic capacity requirements."*

#### **06A - Flexibility in Bridge Beam Selection**

Disposition is correct: Accept as Revised. DBT proposed revisions found acceptable.

Accepted revised language:

*"Use longitudinal steel beams with a hot-dipped galvanized coating or prestressed I-beams as per PSID-1-13. If prestressed I-beams are selected, ensure a minimum vertical clearance of 17' for the beams."*

#### **06B - Flexibility in Bridge Beam Selection**

Disposition is correct: Reject

#### **07 - Alternative Bridge Structure Type**

Disposition is correct: Accept as Revised, however revised submitted language shall be modified to the following:

*"New bridges may be designed as 3-span continuous or single span structures with no skew. The eastbound and westbound bridge span arrangements, span lengths, and bridge types must match."*

#### **08 - Modification of Pier Protection Requirements**

Disposition at the time of submission is correct. Reject.

Note: Post ATC meeting, the Scope has been revised. No longer an ATC.

## **09 - Modification of Bridge Skew**

### **Review Comments:**

Disposition is correct: Accept as Revised, however revised submitted language shall be modified to the following:

*"New bridges may be designed as 3-span continuous or single span structures with or without skew. Bridge skew must be under 10 degrees. The eastbound and westbound bridge span arrangements must match."*

## **10 - Acquisition of additional ROW Parcels**

Disposition is correct: Reject

## **11 - Modification to driveway geometrics.**

Disposition is correct: Reject

## **12 - Modification to Reco Drive Intersection**

Disposition is correct. Reject

## **13 - Modification of Side Slopes Along IR-70, SR-149, Reco Drive, & Ramps**

Disposition is correct: Accept as Revised. Proposed revisions acceptable.

Accepted language:

*"The maximum side-slopes along SR-149, Reco Drive, and the ramps shall be 2:1. A 1:5 slope may be used along IR-70 near the proposed approach slabs and bridge abutments, and a 1.5:1 slope at the following locations:*

- *SR-149 Sta. 112+00 - 115+00 Left and Right*
- *Reco Dr. Sta. 13+00 - 15+50 Right*
- *SR-149 Sta. 115+50 - 119+00 Left*
- *SR-149 Sta. 124+00 - 125+00 Left*
- *SR-149 Sta. 125+00 - 127+50 Left*
- *SR-149 Sta. 129+50 - 131+00 Left.*
- *I70 EB Sta. 516+50 - 518+50 Rt.*

*1.5:1 may be steepened to 1:1 in locations above to minimize the impacts to existing culverts, drainage, wetlands, or utilities. Slopes steeper than 2:1 may only*

*be used if they are reinforced or if dump rock fill Type B or Type C is utilized. The requirements of ODOT SS863 and GDM 502.2 apply.”*

**14 - SS 863 Reinforced Soil Slopes**

Disposition is Correct. Accept without modification, however the DBT resubmitted the ATC. No noted changes.

Note: The acceptance of the ATC does not remove the requirement of soil reinforcement.

**15 - Modification to ITS Requirement**

Disposition at the time of submission is correct. Reject.

Note: Post ATC meeting, the Scope has been revised. No longer an ATC.

Note: ODOT's acceptance of ATC Meeting Minutes, Accepted without Revisions of an ATC, and/or Accepted with Revisions of an ATC does not relieve the DBT of the responsibility of designing and constructing the Project within the submitted Price Proposal nor does it assume the ATC is viable. The Department does not guarantee feasibility of DBT's demonstrated proposed locations. Except for those reasonably modified by the ATC's acceptance, the DBT shall properly design and construct the Project as required by all Scope of Services, Design Guides, and Specifications.

Respectfully,



Eric Kahlig, P.E.  
Division of Construction Management | Alternative Project Delivery  
1980 West Broad Street, Columbus, Ohio 43223 (Mail Stop 4090)  
Office: 614.387.2406 | Email: [eric.kahlig@dot.ohio.gov](mailto:eric.kahlig@dot.ohio.gov)

Cc: Joe Brown