



**ODOT 253000 Design-Build
ATC Meeting Minutes- REVISED
Meeting Date: 2/21/25 at 12:30pm**



AMERICAN
STRUCTUREPOINT
INC.

Project Name: BEL-70-9.35 Interchange Improvement
Project Number: 253000
PID: 120547

Contract Letting Date: 4/17/2025
Contract Completion Date: 6/30/2029
County: Belmont

ATC #1 – MOT Drainage REJECTED

- This ATC proposes the use of temporary or permanent scuppers in the proposed EB structure, eliminating the need for 4' shoulders during Phase 3 and reducing the overall width of the EB structure by 4'.
- ODOT does not want scuppers or holes of any kind in the permanent structures.
- Addendum B will allow the use of temporary scuppers in the existing bridge decks.
- ODOT rejected this ATC.

ATC #2 – Bridge Span Ratios ACCEPTED AS REVISED

- Language shall be modified to the following:
 - It shall be shown by calculations that uplift of the beams will not occur during all stages of construction and in-service condition. Uplift calculations shall be based on the following conditions:
 - Tie-down(s), counterweight(s), and/or temporary support(s) will not be used to resist uplift.
 - Approach slabs shall not be used to resist uplift.
 - Concrete below the deck shall not be used to resist uplift.
 - Uplift due to the self-weight of the beam alone (during construction) shall also be prevented.
 - A concrete placement sequence shall be provided in the plans, if necessary to prevent uplift during construction of the deck.
- This ATC proposes the use end span length ratios less than 0.65 of the intermediate span. Smaller end span ratios would result in a shorter overall three-span structure.
- ODOT included the 0.65 end span ratio to help narrow the bridge scope. ODOT does not want uplift at bearing locations.

ATC #3 – Lane Width Reduction REJECTED

- This ATC proposes a reduction in the required lane widths on SR-149 from 12' down to 11'. Per the Location and Design Manual Vol. 1, Figure 301-2, Rural Lane Widths, a road with a functional classification of collector, with an ADT over 2,000, and a design speed of 35 MPH, the minimum lane width is 11'.
- ODOT rejected this ATC. SR-149 shall have 12' lanes per Addendum A.

ATC #4 – Salvage Existing Infrastructure REJECTED

- This ATC proposes to salvage the existing curb, underdrain, inlets and storm sewer on the north end of the project from STA 131+75 to 138+25. In this area, this existing infrastructure is not affected by roadway widening and could be incorporated into the final design. The proposed limits of the full-depth concrete pavement would remain unchanged.
- ODOT does not want to reuse existing curb along the east side of SR-149.
- Eric Kahlig shared that the upcoming Addendum will allow for the re-use of existing drainage installed as part of the Love's Truck Stop improvements.
- Eric reviewed the current drainage scope language and agreed that it's confusing. The beginning of Section 15 states "The DBT shall confirm all existing conduits and culverts within the Project Limits that are to remain have acceptable and adequate hydraulic capacity", which implies there are portions of the existing drainage that can remain. Section 15, SR-149 section states "The DBT shall replace all drainage facilities, including underdrains, inlets catch basins, manholes and storm sewers", implying that all drainage must be replaced. Eric believes there needs to be a revision to this section to clarify ODOT's intent.
- Eric encouraged S&S to ask a pre-bid question requesting clarification in this section.
- ODOT believes this proposal is a non-performance of work items, not an ATC. They do not feel this proposal is an equal or better, as this existing infrastructure does not have the same design life as new.

-ODOT rejected this ATC.

ATC #5 – Culvert Rehabilitation ACCEPT AS REVISED

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

- CFN 1858223, 292ft in length of 48"x60"elliptical CMP- traverses under IR-70.
- CFN 1858224, 102ft in length of 54" CMP – traverses under Ramp A.
- CFN 1836941, 120ft 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 or 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.

ATC #6 – 600-kip Pier Design Load REJECTED

-This ATC proposes to eliminate the 600-kip pier design load specified in Scope of Services Section 18.2. The proposed pier columns will be protected from collision by Type D barrier wall, negating the need to design the pier for this impact load.

-ODOT rejected this ATC, stating that the upcoming addendum language will clarify the intent of this requirement.

Addendum B

-ODOT reviewed the upcoming changes/clarifications to be included with Addendum B.

-Any single lane in contraflow on I-70 must have a minimum 12' lane and 2' shoulders. This change is to accommodate snowplows during the winter months.

-For temporary conditions on all Ramps, minimum lane width shall be 12' with 2' shoulders.

-Additional language to be added to the MOT Section, clarifying that all MOT transitions areas on asphalt shall be resurfaced. Transition areas on existing concrete pavement do not have to be replaced, but line removal must be accomplished with water-blasting only.

-Preliminary Right-of-Way plans are to be provided

-This addendum will establish a maximum bridge width of 54' toe-toe of barrier wall, with a minimum of 46' toe-toe.

-ITS scope to be revised. If the CCTV camera is impacted, ODOT will hold pre-construction inspection with Contractor to identify an existing issues. The DBT would not be responsible to fix these existing deficiencies. IF relocation is needed, DOOT will supply a temporary camera near the existing location. The existing camera must be re-erected following the completion of work on I-70. If construction does not impact the camera, there is no need to relocate.

-ODOT to add line item for Level A Utility locations (likely 10 EA). This will be addressed before the sale date but will likely not be included in this addendum.

-Addendum will add a line item for LEO's.

-ODOT has some preliminary information on the evaluation of the existing I-70 shoulders; No update at this time.