



BEL-70-9.35 - Preliminary ATC Meeting Minutes

Project: ODOT 253000, BEL-120547 - IR 70-09.35

Meeting Date: 02/21/2025

Time: 08.30AM to 10:00AM

Location: ODOT D11, 2201 Reiser Ave SE, New Philadelphia, OH & Virtual (Teams)

Attendees:

<u>Name</u>	<u>Company</u>
Eric Kahlig	ODOT
Chase Wells	ODOT
Jamie Fink	ODOT
Zach Evick	ODOT
Jerred Giauque	ODOT
David Hoffman	ODOT
Mike Loeffler	ODOT
Ray Trivoli	ODOT
Scott Warner	ODOT (Virtual)
Curtis Wood	TRC Engineers
Jon Lorincz	TRC Engineers
Brian Francis	Beaver Excavating
Jeff Wiemken	Beaver Excavating
Joe Brown	Beaver Excavating
Afdal Basheer	Beaver Excavating

The meeting began with a roll call of attendees, followed by an excerpt from Chase describing an ATC and process per ITO for RFP 5.1.

Eric then provided an overview of the upcoming changes and clarifications in Addendum 2, expected next week, which include:

1. Changes to MOT requirements
2. Ramp widths
3. Resurfacing asphalt /water blasting concrete for temp. pavement markings
4. Tapers at intersections
5. Bridge width maximum of 54'
6. ITS
7. LEO hours and PCMS hours items

With the roll call and initial discussions concluded, Beaver Excavating began reviewing each submitted ATC, documenting ODOT's disposition and related discussions as follows:



Alternative Technical Concept (ATC)

01 - Modification of Closure Duration on IR-70 Ramps

Disposition: **REJECTED**

General discussion:

ATC has been rejected due to concern that the ramps have a large amount of truck traffic and detours are too long.

02 - Modification of Curb Type on SR-149

Disposition: **ACCEPTED**

General discussion:

ATC was accepted and no issues were noted. Use of Type 2A curbs approved.

03 - Modification to IR-70 Alignment

Disposition: **REJECTED**

General discussion:

The ATC was rejected due to concerns about adding an additional curve in an area with heightened driver confusion. While ODOT recognizes the benefits and rationale behind the proposal, the potential safety disadvantages outweigh the advantages.

04 - Modification to IR-70 Bridge Shoulder Widths

Disposition: **REJECTED**

General discussion:

ATC has been rejected as the upcoming Addendum 2 will clarify the scope requirements, specifying a bridge width between 46' and 54'. ODOT requires a minimum of two 12' lanes, a 10' median shoulder, and a 12' outside shoulder.



05 - Reuse of Existing Drainage Facilities

Disposition: **ACCEPTED AS REVISED**

General discussion:

The ATC was accepted with the condition that it complies with standard ODOT specifications, as well as SS833 and SS899, which outline requirements for pipe buckling, deflection, and service life.

Revisions or clarifications identified:

Complies with ODOT specs, SS833 and SS899. Capacity must meet the final design performance.

06A - Flexibility in Bridge Beam Selection

Disposition: **ACCEPTED AS REVISED**

General discussion:

The ATC was accepted contingent upon meeting the 17' concrete beam clearance requirement. It was clarified that the usage applies to standard beam types.

Revisions or clarifications identified:

Maintain 17' vertical clearance for the concrete beams.

06B - Flexibility in Bridge Beam Selection

Disposition: **REJECTED**

General discussion:

The ATC was rejected due to ODOT's concerns regarding airflow and salt spray. ODOT District 11's ongoing issues with weathered steel over the past decade also influenced the decision.

07 - Alternative Bridge Structure Type

Disposition: **ACCEPTED AS REVISED**

General discussion:

The ATC was accepted on the condition that both bridges have the same span length and bridge type. When asked about the barrier between the walkway and roadway, it was clarified that it should comply with the L&D manual.

Revisions or clarifications identified:

Span lengths and bridge types are to be the same on both structures.



08 - Modification of Pier Protection Requirements

Disposition: **REJECTED**

General discussion:

The ATC was rejected as the upcoming Addendum 2 will provide clarification. The scope has been revised to require compliance with the Bridge Design Manual.

09 - Modification of Bridge Skew

Disposition: **ACCEPTED AS REVISED**

General discussion:

The ATC was accepted on the condition that the bridge skew remains under 10 degrees. It was clarified that the skew was introduced to eliminate a detailing wedge rather than to alter the design.

Revisions or clarifications identified:

Bridge Skew to be under 10 degrees.

10 - Acquisition of additional ROW Parcels

Disposition: **REJECTED**

General discussion:

The ATC was rejected since as per regulations, ODOT cannot be reimbursed for the acquisitions. The reasoning behind acquiring the ROW parcel was discussed, with Beaver stating that the acquisition was intended to avoid impacts to utilities and drainage. ODOT clarified that they would explore additional ROW acquisitions on their end, though the timeline remains uncertain. ODOT proposed modifying the conceptual plans to include additional takes, which will be further reviewed internally. Concerns were also raised about potential impacts on environmental permits due to the increased affected area.

11 - Modification to driveway geometrics

Disposition: **REJECTED**

General discussion:

ATC was rejected as although ODOT acknowledges the construction challenges of DR1, the proposed solution is not considered an improvement.

12 - Modification to Reco Drive Intersection

Disposition: REJECTED

General discussion:

The ATC was rejected because the initial interchange study had already explored the proposed layout and found that it did not provide an acceptable level of service.

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

Disposition: ACCEPTED AS REVISED

General discussion:

The ATC was accepted on the condition that it complies with SS863 and Geotechnical Design Manual Section 502.2 requirements. A discussion was held regarding the potential use of reinforced slopes, and it was clarified that the intent is to use granular material with a high phi angle.

Revisions or clarifications identified:

Follow SS863 and Geotech Design Manual 502.2 requirements.

14 - SS 863 Reinforced Soil Slopes

Disposition: ACCEPTED

General discussion:

The ATC was accepted with no issues noted.

15 - Modification to ITS Requirement

Disposition: REJECTED

General discussion:

The ATC was rejected as ODOT intends to provide clarification in the upcoming Addendum 2. The department plans to deploy a temporary truck trailer-mounted unit during construction if the existing structure is removed.



<u>ATC NO.</u>	<u>ATC NAME</u>	<u>DISPOSITION</u>
1	MODIFICATION OF CLOSURE DURATION ON IR-70 RAMPS	REJECTED
2	MODIFICATION OF CURB TYPE ON SR-149	ACCEPTED
3	MODIFICATION TO IR-70 ALIGNMENT	REJECTED
4	MODIFICATION TO IR-70 BRIDGE SHOULDER WIDTHS	REJECTED
5	REUSE OF EXISTING DRAINAGE FACILITIES	ACCEPTED AS REVISED
6A	FLEXIBILITY IN BRIDGE BEAM SELECTION	ACCEPTED AS REVISED
6B	FLEXIBILITY IN BRIDGE BEAM SELECTION	REJECTED
7	ALTERNATIVE BRIDGE STRUCTURE TYPE	ACCEPTED AS REVISED
8	MODIFICATION OF PIER PROTECTION REQUIREMENTS	REJECTED
9	MODIFICATION OF BRIDGE SKEW	ACCEPTED AS REVISED
10	ACQUISITION OF ADDITIONAL ROW PARCELS	REJECTED
11	MODIFICATION TO DRIVEWAY GEOMETRICS	REJECTED
12	MODIFICATION TO RECO DRIVE INTERSECTION	REJECTED
13	MODIFICATION OF SIDE SLOPES ALONG IR-70, SR-149..	ACCEPTED AS REVISED
14	SS 863 REINFORCED SOIL SLOPES	ACCEPTED
15	MODIFICATION TO ITS REQUIREMENT	REJECTED

A final ATC submittal is provided along with the ATC meeting minutes per the ITO for RFP Section 5.4. This submission includes all accepted ATCs, and any ATCs marked “Accepted as Revised,” with re-submissions made per Section 5.2 requirements A-E, incorporating revisions based on comments from the ATC meeting.