

GRE-68-12.65, PID# 115388

**Meeting with Abbott Studios on First Draft Renderings
2/22/2024, ODOT-D8 HQ Engineering Conference Room**

Start	Stop	Total Time		
1:00 pm	2:30 pm	1.5 hours		
PERSONS ATTENDING				
	Name	Representing	Phone Number	E-Mail Address
1	Katie DeStefano	ODOT – D8 Engineering, Project Manager	(513) 933-6583	Katherine.DeStefano@dot.ohio.gov
2	Tammy Campbell	ODOT – D8DD	(513) 933-6694	Tammy.Campbell@dot.ohio.gov
3	Stefan Spinosa	ODOT – D8CPA	(513) 933-6639	stefan.spinosa@dot.ohio.gov
4	Tami Brehm	ODOT D8 Hydraulics Engineer	(513) 933-6615	tami.brehm@dot.ohio.gov
5	Amy Shell	ODOT – D8 Project Bridge Lead	(513) 933-6504	Amy.Shell@dot.ohio.gov
6	Lucas Braun	ODOT – D8 Utilities Coordinator	(513) 933-6598	lucas.braun@dot.ohio.gov
7	Tony Pankala	ODOT – D8 Environmental Lead	(513) 933-6640	anthony.pankala@dot.ohio.gov
8	Jason Watkins	ODOT – OES Tribal Coordinator	(614) 466-5101	jason.watkins@dot.ohio.gov
9	Jon Carroll	Fishbeck – ODOT D8 TOC, Design Lead	(937) 802-3273	jpcarroll@fishbeck.com
12	Josh Channels	Abbott Studios, Lead Project Manager	(614) 484-5185	jchannels@abbotstudios.com
13	Kyle Carpenter	Abbott Studios, Project Manager	(614) 484-0288	kcarpenter@abbotstudios.com
14	Brant Fulks	ODNR – Facilities Manager	(937) 382-1096	brant.fulks@dnr.ohio.gov
15	Melissa Clark	ODNR – District Park & Watercraft Manager	(937) 382-1096	melissa.clark@dnr.ohio.gov

Agenda: (Minutes compiled by KSD)

Presentation of Proposed Options 1-4: Discuss Pros and Cons of Each Individual Option:

Options	Pros	Cons
OPTION A	Lighting added depth and dimension to the overhead bridge.	Stone texture should be larger and more subdued.
Options	Pros	Cons
OPTION B	Still the favorite.	
Options	Pros	Cons
OPTION C		Piers along west side of US68 will not provide for conditions conducive to vegetative growth.
		Piers will serve to provide conditions conducive to vagrant shelter.
		Piers are not attractive.
		Piers involve higher levels of maintenance
		Glass panels on a bridge structure will be an added maintenance issue
		Brilliant glass coloring provides for too stark of a contrast to the more organic and humble surroundings.
Options	Pros	Cons
OPTION D/E(?)	The Shawnee tribe insignia within the circle was very interesting.	The added cross trusses alongside of the bridge are massive. At 59+ feet high, they tower over everything else in town, including the new Interpretive Center. The scale is out of proportion with the surrounding buildings and landscape.
		The truss features will tend to entice people to scale the trusses creating a safety issue.
		The truss features are a costly addition to both construct and maintain.

1. **Schedule:**

- February 22nd – submit presented renderings to ODOT/ODNR.
- February 28th – incorporate today’s comments and submit renderings to ODOT/ODNR
- February 29th – ODOT/ODNR to provide final comments, if any, to Abbott.
- March 1st - Abbott Studios/Fishbeck submit final 4-options to ODOT/ODNR. Append to DB Scope.

2. **Next Steps for Aesthetic Development:**

- March 4th - Aesthetic concepts will be presented to the Governor, Gov. schedule permitting.
- March 11th - The Governor’s concurrence on the three aesthetic concepts
- April 15th - Final selection of aesthetic design due, w/Gov. concurrence.

3. **Action Items:**

ODNR:

- Melissa Clark – Will continue to help facilitate coordination efforts between ODOT staff and ODNR Staff to confirm that all individuals necessary for tribal coordination are included in the process.

ODOT:

- Katie DeStefano – Compile/disseminate meeting minutes.
- Tony Pankala - ODOT and ODNR will continue to coordinate with each other on how and when to present to the tribes.
- Charlie Rowe – Language needs to be added that specifically define and emphasize what features over US68 will be maintained by ODOT or ODNR. Any structural features not attached to the bridge will be ODNR’s responsibility to maintain.
- Tammy Campbell – Discuss with Jeremy and Greene County Engineer the on how to best address the drainage issues discussed today (corrective measures for catch basin in front of Interpretive Center, and parking lot detention responsibilities)

Abbott Studios: Revisions to be incorporated into the next submission:

- Submit renderings discussed today to ODOT D8 (Katie DeStefano) and ODNR as well.
- Include a rendering that illustrates the entire bridge structure, from the truss over US68 to the truss over Old town Creek. For the truss over Oldtown Creek, design elements from the span over US68, should also be incorporated into this structure as well, but on a more subdued level. No VPF required over the stream.
- Overhead utility poles, needed for service connection to the east side residents can be shown in the renderings.
- Provide side-by-side elevation renderings, for each option, so that the scale of each option can be illustrated and compared within the surrounding landscape.

4. **Critical Issues:**

- ❖ Detention – Abbott indicated that the detention system designed for the Interpretive Center sight accommodated only that which was required. No additional capacity for extra flow was included in the design. Thus, any surface flow generated by a new gravel or asphalt paved parking lot, installed to the north of the current lot, cannot be captured, and directed through

the detention system for the interpretive center. ODOT can either leave the future parking area as a grassed green space or as the gravel surface, currently in place. If left as a green space, no additional detention will be required. If left as a gravel surface, ODOT’s construction plans will indicate that “detention will be installed by others”, i.e., ODNR.

❖ Switchback versus longer sloped exit ramp –

Options	Pros	Cons
Longer Sloped Exit Ramp	Provides for the incorporation of more aesthetic park-like features.	Reduces the number of potential parking spaces.
	Allows for EMS to access the west end of the bridge.	
	Allows for bicyclists to ride the path without having to walk down the ramp.	
	Does not require additional detention to be installed.	
	Warrants construction on retaining walls eliminating vagrant squatters with a pier configuration.	
Options	Pros	Cons
Switchback Exit Ramp	Increases the number of potential parking spaces	EMS does not have access form west end.
		Bicyclists must walk their bicycles down the ramp.
		If parking is installed, detention is required.