THE HISTORY OF THE PHYSICAL PLANT
OF
THE OHIO STATE UNIVERSITY
1899 ---- 1913

Volume II
by
Wm. C. McCracken
Illustrated

Columbus, Ohio
1945
The Chemical Engine was installed as per contract and served the University for about 20 years.

The Board at the January 11, 1909 meeting appointed the following committee: Mr. Pomerine, Professor C. E. Sherman and Wm. C. McCracken, with power to take all preliminary steps needed for the construction of a Spur from the Hocking Valley R. R. to the Power House.

Richards, McCarty and Bulford, Architects for the Veterinary Clinic Building, by Mr. McCarty, presented a report from the committee appointed at the December 9, 1909 meeting of the Board to go over the heating plans, as submitted for the Veterinary Clinic Building. The report recommended that the contract for the heating and ventilating equipment be awarded to Evans, Almirall and Co. of New York City at their bid of $8,900, the report was adopted and the contract awarded to Evans, Almirall & Co.

Richards, McCarty and Bulford were appointed Architects for the equipment of the Veterinary Clinic Building.

Early, Monday morning, January 25, 1909, Abe Seward, age 42, a coal and ash man in the boiler room of the University Power Plant, was killed in a fall of fifteen feet, head foremost into the housing of the drag line, which supplied the elevator with coal for the stokers.

No one saw the accident; he was evidently trying to dislodge the coal which was clogging up the elevator, when he lost his balance and fell into the housing which enclosed the drag line chain and flights. Seward had been employed several months in the Boiler Room. Seward was a good employee and well liked by his fellow workers. This was the first death due to accident in this division. Mr. Seward left a widow in rather poor financial condition. Mrs. Seward wrote the University asking for some financial relief and the matter was referred to President Thompson for investigation and report.

2/25/09 Mr. Pomerine of the Committee appointed at the last meeting to confer with the Hocking Valley Railway Co., concerning the new Spur, reported the Hocking Officials were favorably disposed to the Spur.

The President, Mr. Pomerine and Mr. Mallon were appointed to select the Engineers, and were also given power to enter into a siding agreement with the Hocking Valley Railway and to make such other arrangements as are necessary.

Mr. L. S. Steward, contractor for the Veterinary Clinic Building presented a bill for extra excavation. There were several soft spots in the sand which made it necessary to go deeper with the footings although that was somewhat offset by the fact that the Building Committee gave Mr. Steward an order to raise the building eighteen inches (18 inches) above the elevation shown on the plans. Looking at the building as of today, one can imagine what
Professor Clyde T. Morris was made Engineer and Superintendent of construction of the new bridge across the Olentangy River for the Railway Spur; Compensation, fixed at five per cent (5%) of the cost of the work.
Brown Hall  
Brown Hall  
Mines Building  
Mines Building  
Biological Building  

<table>
<thead>
<tr>
<th>Location</th>
<th>Name</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. R. Thomas</td>
<td>540</td>
<td></td>
</tr>
<tr>
<td>Mines Building</td>
<td>G. W. Goodspeed</td>
<td>540</td>
</tr>
<tr>
<td>Mines Building</td>
<td>J. W. DeWitt</td>
<td>540</td>
</tr>
<tr>
<td>Biological Building</td>
<td>Wm. Whitestone</td>
<td>540</td>
</tr>
</tbody>
</table>

**Student Janitors (2)**

<table>
<thead>
<tr>
<th>Location</th>
<th>Name</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hayes Hall</td>
<td>Student apprentice</td>
<td>210</td>
</tr>
<tr>
<td>Botany Building</td>
<td>Student</td>
<td>125</td>
</tr>
<tr>
<td>Observatory</td>
<td>Student F. A. Kindig (10 m)</td>
<td>300</td>
</tr>
<tr>
<td>Townshend Dairy</td>
<td>Student</td>
<td>240</td>
</tr>
<tr>
<td>Recitation Hall</td>
<td>Student</td>
<td>125</td>
</tr>
<tr>
<td>Engineering Lab. Bldg.</td>
<td>Helper</td>
<td>495</td>
</tr>
</tbody>
</table>

**Miscellaneous Employees**

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day Policeman</td>
<td>John Ricketts</td>
<td>600</td>
</tr>
<tr>
<td>Night Watchman</td>
<td>W. F. Mahaffey</td>
<td>600</td>
</tr>
<tr>
<td>Night Watchman</td>
<td>John T. Daniels</td>
<td>600</td>
</tr>
<tr>
<td>Elevator Man (10 mos)</td>
<td>M. S. Harvey</td>
<td>250</td>
</tr>
<tr>
<td>Painter</td>
<td>M. E. Truxall</td>
<td>840</td>
</tr>
<tr>
<td>Inspector of Buildings &amp; Janitors</td>
<td>Charles M. Hicks 6-26-09</td>
<td>720</td>
</tr>
</tbody>
</table>

**Heat, Power and Light, Current Expenses**  
9,700

On May 20, Mr. John R. Chamberlin presented the complete plans, specifications and estimates for a Spur from the Hocking Valley Railway to the Power House (exclusive of the bridge), the total estimated cost of the railroad being for building the track $11,243.33 and for preparation of the road-bed below the sub-grade $9,600.83.

After a careful examination of the plans, specifications and estimates they were accepted and approved and the President and Secretary were directed to present them to the State Building Commission for approval and if approved by it, then the Secretary is directed to advertise for the work as required by law.

At the same meeting, Mr. Clyde T. Morris presented the completed plans, specifications and estimates for the bridge over the Olentangy River, for the Spur Track from the Hocking Valley Railway to the Power Plant. The total estimated cost of the bridge including Engineer and superintendence, being $18,658.80

(2) Student Janitors separated from the regular full time Janitors service.
Sketch by Howard Dwight Smith, '07
THE HISTORY OF THE PHYSICAL PLANT

OF

THE OHIO STATE UNIVERSITY

1914 - 1922

VOLUME III

BY

WM. C. MCCracken

Illustrated

COLUMBUS, OHIO

1947
Louis Trotter  
James Gormley  
Lou Cornett  
Jessie Haney  
Carrie Dunning  
Elizabeth O'Rourke  
Charlotte Thum  
Mary Powers  
M. S. Harvey  

Janitor  
Janitor  
Janitress  
Janitress  
Janitress  
Janitress  
Janitress  
Matron Rest. Room (10 mos)  
Elevator Man  
Janitor  

1,080.00  
1,080.00  
750.00  
750.00  
750.00  
750.00  
750.00  
750.00  
660.00  

$63,090.00  

Laundry  
Mrs. Myrtle Faught  
Myrtle Trout  
Belle Mitchell  
Edna Culbertson  
Bert Faught  

Laundress  
Laundress  
Laundress  
Laundress  
Laundress  
Laundrer  

1,080.00  
750.00  
750.00  
750.00  
800.00  

$4,130.00  

Physical Plant—Div. O. & M. Total  

$162,870.00  

Professor H. D. Smith's resignation was accepted effective  
June 30, 1921. 

Mr. Harvey Cockell, owner of South Hall, requested an increase  
of $500.00 in the rental price of South Hall, for the coming year. 

"Mr. Clyde T. Morris, Engineer for the proposed bridge over the  
Olentangy River, submitted the revised specifications and estimates for  
the approval of the Board," and the Secretary was directed to present them  
to the State Building Commission for approval, and if approved by it to  
advertise for bids for the construction of Bridge as required by law. 

The University Architect presented the following requests. 

"In order to reduce the cost of the Artillery Horse Stable, the  
concrete foundations were reduced to piers under the posts. 

It is deemed best for the stability and permanency of this build-  
ing to make the outside foundation a continuous concrete wall, leaving the  
piers for all inside work. This outside wall will lift the frame, sill, and  
siding 8 inches above the grade, thereby giving the outside frame wall a  
better support and also protecting the bottom of the wall from dampness. 

The H. O. McCall Construction Company, who has the contract for  
this Building, proposes to do the work for the following price:
BRIDGE OVER THE OLENTANGY (WOODRUFF AVENUE)
Erected in 1923
The request is for the release of funds for the project "Traffic Improvements." A previous release of $12,800 was approved for this project on December 18, 1975 to cover the cost of a special traffic study.

This project will consist of the construction of a new bridge (two lanes with a future expansion to four lanes) across the Olentangy River approximately 2,500 feet south of the present Stadium Drive Bridges. The present west leg of the campus Loop Road will be extended across the new bridge and will intersect with Cannon Drive at a point slightly north of the Pharmacy Building. This new bridge is a part of the permanent master plan for circulation around the core of the campus. It is also proposed to improve various intersections on Cannon Drive and to improve entrances to adjacent parking lots.

This project will considerably improve traffic safety and will also reduce the flow of traffic on existing Stadium Drive by providing an alternate route to the Medical Center and other South Campus areas.

The total cost of this project will be $1,350,000 with $550,000 to be funded from House Bill #687, Item 315-097 and the remaining $700,000 from House Bill #687, Item 315-094.

The University respectfully requests that the Controlling Board release for expenditure $75,000 from Item 315-097 to cover the costs of engineer's fees, State Architect's fees and other pre-bid expenses.

The University seeks the approval of the release of funds by the Director of the Office of Budget and Management and/or the Controlling Board by the authority vested in

<table>
<thead>
<tr>
<th>Allot. Unit No.</th>
<th>Bill No.</th>
<th>Fund Name</th>
<th>Fund No.</th>
<th>Final Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>315</td>
<td>687</td>
<td>Higher Education Improvements</td>
<td>34</td>
<td>76</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transfer of Capital Improvement Appropriations (Only)</th>
<th>Total Amount of Request $</th>
<th>Unreleased</th>
<th>Previously Released</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Improvements</td>
<td>$75,000.00</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>APR 7 - 1976</th>
<th>UNIVERSITY ARCHITECT</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>February 10, 1976</th>
</tr>
</thead>
</table>

| Director of Accounts & Asset Management |

| In a meeting held on |

| The Controlling Board |

| APPROVED |

| FUND REQUEST |

| Submitted to the Controlling Board on |

| Received by |

| Date of Request |

| I hereby certify that there are sufficient funds in the State Treasury to meet the operating expenses of the State of Ohio and to provide the State with sufficient working capital after fulfilling this authority for expenditure consideration. This expenditure is based on estimates of revenue receipts and expenditures made by the Department of Finance. |

| Approved by |

| Board of Regents |

| Issue Date |

| Board of Regents |

| Director of Accounts & Asset Management |

| Submitted to the Controlling Board on |

| Received by |

| Date of Request |

| I hereby certify that there are sufficient funds in the State Treasury to meet the operating expenses of the State of Ohio and to provide the State with sufficient working capital after fulfilling this authority for expenditure consideration. This expenditure is based on estimates of revenue receipts and expenditures made by the Department of Finance. |

| Approved by |

| Board of Regents |

| Issue Date |

| Board of Regents |

| Director of Accounts & Asset Management |

| Submitted to the Controlling Board on |

| Received by |

| Date of Request |

| I hereby certify that there are sufficient funds in the State Treasury to meet the operating expenses of the State of Ohio and to provide the State with sufficient working capital after fulfilling this authority for expenditure consideration. This expenditure is based on estimates of revenue receipts and expenditures made by the Department of Finance. |

| Approved by |

| Board of Regents |

| Issue Date |

| Board of Regents |

| Director of Accounts & Asset Management |

| Submitted to the Controlling Board on |

| Received by |

| Date of Request |

| I hereby certify that there are sufficient funds in the State Treasury to meet the operating expenses of the State of Ohio and to provide the State with sufficient working capital after fulfilling this authority for expenditure consideration. This expenditure is based on estimates of revenue receipts and expenditures made by the Department of Finance. |

| Approved by |

| Board of Regents |

| Issue Date |

| Board of Regents |

| Director of Accounts & Asset Management |

| Submitted to the Controlling Board on |

| Received by |

| Date of Request |

| I hereby certify that there are sufficient funds in the State Treasury to meet the operating expenses of the State of Ohio and to provide the State with sufficient working capital after fulfilling this authority for expenditure consideration. This expenditure is based on estimates of revenue receipts and expenditures made by the Department of Finance. |

| Approved by |

| Board of Regents |

| Issue Date |

| Board of Regents |

| Director of Accounts & Asset Management |

| Submitted to the Controlling Board on |

| Received by |

| Date of Request |
it pursuant to Sections 9 and 12 of Amended Substitute House Bill #687.

We certify that the requirements of Section 13 of Amended Substitute House Bill #687 of the 111th General Assembly with respect to an affirmative action program for the project will be carried out.
River footbridge ok, civil engineer says

By Greg Victor

The pedestrian bridge crossing the Olentangy River by Drake Union sways and vibrates under heavy football traffic but is structurally sound, its designer Carl E. Eriksson said.

Eriksson, a consulting engineer, visually checked the bridge during the last two Ohio State home football games at the request of the Physical Facilities Department. "The degree of deflection is normal" and was expected when the bridge was designed, Eriksson said.

Thomas P. Smith, associate vice president for the Office of Physical Facilities, said, "someone expressed concern about it." So, he asked Eriksson to check it.

Eriksson said after the Illinois game he told Smith the bridge is sound. Smith said he expects a written report from Eriksson soon.

Smith said he has not asked any University engineers to look at the bridge and will not do anything until Eriksson's report is submitted.

Kamran Majidzadeh, professor of civil engineering, said he measured the vibration of St. John Arena's balcony and that "just looking at it (a structure) does no good."

"My lab has the capacity to measure the bridge vibrations," Majidzadeh said. "To tell if a structure is sound, it must be physically measured and the source of vibration isolated."

Daniel W. Hall, assistant director of Facilities Maintenance, said, "Ninety-nine per cent of the time" the physical facilities department talks to a structure's designer before asking University experts to look at it.

Karl F. Graff, chairman of the Department of Engineering Mechanics, said he talked to someone from physical facilities about the footbridge but was not asked to study it.

"I mentioned it to them, not as an engineer, but like anybody else who'd been walking on a bridge and noticed something," Graff said.

According to the bridge blueprints, it was designed to withstand a maximum load of 85 lbs. per square foot. That is the Ohio Building Code requirement, Eriksson said.

Hamilton Gray, professor emeritus of civil engineering, said people could be tightly packed and create a force of about 150 lbs. per square foot. But he said if they are moving, 85 lbs. would probably be the most pressure they could produce.

If the bridge was packed and everyone walked in step, a dynamic rhythm could result and possibly create greater stress than the bridge was designed for, Gray said.

During the Roman Empire, soldiers broke step and walked their horses when crossing bridges to prevent rhythmic movements, Gray said.

Graff said, however, modern structures are designed to withstand rhythmic pressures. Theories that movement will reach a certain frequency and topple a bridge are not practical, he said.
After the Ohio State-Illinois game, pedestrians crowd onto the footbridge across the Olentangy River, near Drake Union. Despite swaying and vibrating from heavy foot traffic, the bridge's designer says its structure is sound.
Construction of a new Olentangy River bridge, a key link in Ohio State University's long-planned campus loop road, is likely to get under way during 1977. The two-lane structure would connect on the east with Cannon Dr., south of Lincoln Tower, and on the west with an existing portion of the loop road and with Olentangy River Rd. Engineers believe the project will improve traffic safety, reduce the present traffic volume on Stadium Dr. by providing an alternate route to the medical complex and south campus, and smooth the traffic flow to and from Olentangy River Rd. A loop road to provide for traffic circulation around the central campus area has been a part of the university's master plan since 1961. An appropriation of $1.35 million by the last legislature will fund the bridge project, for which plans were approved Wednesday (12/15). In this view toward the northeast, Drake Union and Morrill Tower are at center and Lincoln Tower at the right. The project will include a pedestrian walkway.

-wfr-
New bridge planned
to link campus roads

By Jerry Robinette

The University may begin advertising by February for bids on a bridge linking Cannon Drive with Olentangy River Road.

University Architect John H. Seilhamer said the University will advertise as soon as the final plans are received. Those plans are being drawn up by Burgess and Niple Ltd., the firm that designed the preliminary plans.

THE ADDITION will join Cannon Drive to Olentangy River Road and Campus Loop Road. The two-lane bridge, which will cross the Olentangy River just south of Lincoln Tower, will include a pedestrian walkway. Seilhamer said the walkway is not intended to replace the present pedestrian bridge crossing the river and no changes are planned for the present bridge.

The construction is funded by a $1.35 million appropriation by the state legislature. Seilhamer said the project should be completed within the budget “without difficulty.”

Seilhamer said the contract for the project will probably be awarded by late April or early May. He added that while the target date of completion will be a part of the bid, he expects construction to be completed within a year of awarding the contract.

SEILHAMER SAID the bridge should “substantially increase the flexibility of traffic flow.” University planners expect the the link to reduce the volume of traffic on Stadium Drive by providing an alternate route to South Campus and the medical complex from west of the river.

THE BRIDGE, part of a long range Campus Loop Road project, will join an existing segment of the loop road west of the river.

Seilhamer says the project is being completed one segment at a time in conjunction with other capital improvements. He does not expect the entire project to be finished within the next 10 years.
CONSTRUCTION of a new Olentangy River bridge, a key link in the University’s long-planned campus loop road, is likely to get under way this year. The two-lane structure would connect on the east with Cannon Dr., south of Lincoln Tower, and on the west with an existing portion of the loop road and with Olentangy River Rd. Engineers believe the project will improve traffic safety, reduce the present traffic volume on Stidum Dr. by providing an alternate route to the medical complex and south campus, and smooth the traffic flow to and from Olentangy River Rd. A loop road to provide for traffic circulation around the central campus area has been a part of the University’s master plan since 1961. An appropriation of $1.35 million by the last legislature will fund the bridge project, for which plans were approved last month. In this view toward the northeast, Drake Union and Morrill Tower are at center and Lincoln Tower at the right. The project will include a pedestrian walkway.

Crumbling bridge looks dangerous but remains safe

Although it looks as if the Woodruff Avenue bridge that crosses the Olentangy River is falling apart, Vice President for Physical Facilities Tom Smith said erosion is “cosmetic and not structural” and there is “no danger.”

Smith cited temperature changes, especially during winter, as a cause for the cement to fall off.

Smith estimated the cost to repair the bridge at around $250,000, but said that repairs probably won’t be done this year.

He said that although the bridge “doesn’t look good,” there is “no immediacy to repair it.”

Smith said the bridge is a “filled arch” type bridge. Cement arches with steel reinforcement form the basic construction for the bridge. Packed earth and gravel, held in place by cement walls approximately one foot thick, provide fill to the top side of the arch to make a flat surface. Smith added that the arch-type design is one of the strongest.

Blueprints show that the bridge was originally about 29 feet wide, but in 1960 it was widened to about 40 feet to accommodate new sidewalks. Perpendicular to the road, cement cross sections were placed across the arch to add support for the sidewalks.
New Span To Link Campus Areas

20 March 1977
By Jack Willey
Of The Dispatch Staff

Ohio will spend about $1.3 million during the next 14 months on construction of a bridge over the Olentangy River that will connect the east and west campuses of Ohio State University.

The bridge, for vehicles and pedestrians, will provide an additional feeder and exit route for football traffic parking south of Ohio Stadium.

RICHARD JACKSON, director of the Ohio Department of Administrative Services, said bids for the project will be opened April 13. Completion is projected for June 1978.

The bridge will connect Campus Loop Rd. on the west side of the river with Cannon Dr. on the east side. The connecting point will be about 400 feet south of Lincoln Tower, OSU planning officials said.

Thomas Smith, vice president in charge of physical facilities, said the connecting bridge will complete a campus loop route that’s been on the drawing boards for about 15 years.

"THERE WILL probably be some changes in the formal campus loop itself," Smith said, "but the bridge will provide the connector that we have never had before."

Three connecting bridges span the river in the campus area. The Lane Ave. bridge is the main public route, crossing just north of St. John Arena. The Woodruff Ave. bridge, just north of Ohio Stadium, is the route most often used between east and west campuses. There also is a pedestrian bridge at the Drake Union.

"This new bridge will make things more convenient for travel to and from the south campus area," Smith said.

THE BRIDGE will cause a realignment of Olentangy River Rd. southbound traffic, according to William Griffith, head of the OSU planning department.

A ramp which funnels traffic from the Rt. 315 expressway to northbound Olentangy will be removed to make way for the bridge approach to Campus Loop Rd. The zigzag route required for southbound traffic on Olentangy also will be taken out.

A new connector will be built to route both north and southbound traffic on Olentangy beneath the Rt. 315 overpass.

"THE ADDITIONAL construction on Olentangy will make travel in that area much smoother," Griffith said.

The project will be funded entirely with state money.
PROPOSED BRIDGE — A bridge connecting the east and west campus areas of Ohio State University is scheduled to be completed by June 1978. It will connect Cannon Dr. on the east side of the Olentangy River with Campus Loop Rd. on the west. The project also includes rerouting of Olentangy River Rd. Estimated cost of the project is $1.3 million.
A chunk of concrete about 10 feet long hangs below the Stadium Drive bridge. Advanced age is the main cause of the bridge's deterioration.

**OSU bridge deteriorating, but safe**

By Peter Morse

A large chunk of concrete from the Stadium Drive bridge was discovered hanging over the Olentangy River by its steel reinforcing bars Friday.

Dean Ramsey, director of Grounds, Maintenance and Physical Facilities, said he was notified about the concrete by an unidentified caller.

Ramsey said the Delaware County Highway Dept. was notified Monday to have the bridge inspected. The hanging concrete poses no threat to bridge users, but "certainly (it does) to anyone going underneath in a boat," he said.

William Griffith, director of Campus Planning and Space, said OSU first applied to the Ohio Board of Regents for repair funds in the summer of 1978 under the capital improvements bill. No funds were granted then and OSU has since applied again for funds — this time under the 1981-83 capital improvements bill which is still pending.

Ramsey said OSU is seeking $860,000 under the Utilities and Renovations section of the budget. He estimates repairs to the Stadium Drive bridge will cost $500,000.
Bridge repair to impede drivers’ way to campus

By Lou Whitmire
Lantern staff writer 5-7-84

Commuters who normally use the Carmack Road-Woody Hayes Drive entrance to campus will have to adjust their driving habits beginning Thursday, said Richard D. Roberts of OSU’s Office of Physical Facilities.

Woody Hayes Drive will be closed to eastbound traffic so that needed repairs can be made to the 62-year-old bridge which spans the Olentangy River, he said.

Thomas B. Smith, associate vice president of physical facilities, said it will take until fall to complete the repairs.

Roberts said traffic moving east-bound into the campus will be routed to either Lane Avenue or Campus Loop Road. Westbound traffic will be maintained in one lane in the center of the bridge.

Signs will be posted beforehand at several campus locations, directing motorists to the alternate routes, he said.

Charles R. Gambs, director of public safety, said, “The bridge is structurally safe but the repairs which are needed cannot be done by maintaining the current two lanes of heavy traffic.”

Gambs said the closing will have some impact on the bus routes, making the ride around the loop a little longer.

He said parking will not be affected.
Bridge construction work may cause traffic delays

By Patricia McCreck

Bridge construction on Woody Hayes Drive may bottleneck traffic when thousands of students return to Ohio State this week.

Public safety officials are asking drivers to "exercise a little patience" during the annual autumn move-in at residence halls, which began last week.

Several traffic changes are planned for this year, however.

Caleb Brunson, manager of the Division of Traffic and Parking, and Dave Fillhart, public safety administrative assistant, said traffic patterns in and around Ohio State will be altered.

Motorists are urged to enter campus through the streets closest to their destinations.

A modified plan for controlling traffic over the bridge on Woody Hayes Drive was put into effect this week.

From 7 a.m. to 4:15 p.m., two officers will be posted at the each end of the bridge to give priority to eastbound buses and vehicles.

"No other eastbound traffic will be allowed," Brunson said. "We are trying to accommodate students and get them to classes on time.

Westbound traffic will probably be stopped 20 to 25 times an hour, Brunson said.

"Drivers of westbound vehicles should exercise a little patience," he added.

The plan will stay in effect until bridge construction is complete, which is expected in late October.

Sidewalk traffic on the bridge will not be affected by the new plan. Pedestrians and bicycle riders are encouraged to use the sidewalks or marked bike paths and stay off the roadway, Fillhart said.

He noted a major portion of the traffic problem would be eliminated if students, faculty and staff used the free bus loop service around campus. The 6:30 a.m. to 11 p.m. service is free.

"We're encouraging people not to drive, but take the bus loop service," Fillhart said. "It'll take them wherever they need to go."

Other changes planned this year include the closing of faculty and staff parking lots along the west side of Ohio Stadium, from north of Morrill Tower to south of Lincoln Tower.

Photo by Kevin Fitzsimons

WORK CONTINUES on refurbishing the Woody Hayes Drive Bridge. Meanwhile, until the repairs are complete, traffic flow will be altered.
Waters under troubled bridge

Reflections from the Woody Hayes Avenue bridge cast a ghostly appearance on the Olentangy River as workers continue construction.
Lack of funds halts bridge repair

By Bob Payne  
Lantern staff writer  

Although it looks as if work on the Woody Hayes Drive bridge that crosses the Olentangy River is complete, it’s not.

Replacement of deteriorated concrete and steel of the bridge’s structure was finished last November, but the bridge is still in need of a permanent resurfacing, said Richard Roberts, superintendent of Campus Maintenance.

Roberts said that a lack of funds resulted in the road surface of the 63-year-old bridge not being done “as it should be done.”

The money for the project, mostly state and local funds allocated by the controlling board of the state legislature, simply ran dry, Roberts said.

Once funds become available, the road will be resurfaced probably in the next year or two, he said.

James Heff, a bridge engineer for the City of Columbus, said that the bridge would need a permanent resurfacing of latex modified concrete to prevent the damaging effects of salt and water on the bridge’s structure.

The road received only a temporary resealing, Roberts said, which should last at least a year or two.

Roberts said before the reconstruction, poor drainage on the road surface had caused the fill material, or the gravel and dirt between the arches and the road surface, to become heavily saturated with water.

Four-inch-wide holes drilled into low points of the bridge produced spouts of water over 30 feet in length that continued for hours, Roberts said.

A better drainage system was part of the repairs done on the bridge, Roberts said.

Tom Smith, vice president for Physical Facilities, said, at this time nothing has been planned for resurfacing of the bridge.

As soon as weather conditions improve, an inspection of campus roads will be done to determine which are in need of repair, Smith said.

“I drive over that bridge every day and I strongly suspect that it will be one of those on the list,” Smith said.

The initial estimated cost of the bridge renovation project, when it began in November of 1983, was around $440,000, Roberts said.

That figure increased to about $875,000 the following June after work on the bridge’s arches revealed the extent of the structural damage, he said.

“The bridge will now last another 50 to 60 years,” Roberts said.
It's time for checkup of Lane Ave. bridge

The Lane Ave. bridge, which has carried traffic over the Olentangy River for the past 66 years, is due for replacement or repair in a couple of years.

Franklin County Engineer John Circle wants to hire Parsons Brinckerhoff Quade & Douglas, an engineering company, for $42,500 to conduct a detailed survey of the 361-foot span. County commissioners are expected to approve the contract Tuesday.

The three-lane, concrete bridge was built in 1919. While motorists use the bridge year-round, it is most crowded before and after OSU home football and basketball games.

Ohio Stadium, site of Ohio State University home football games, was built three years after the bridge, just southeast of the span. St. John Arena, home for OSU basketball teams, was built nearby in 1946.

Circle said the bridge's concrete guardrails and four arches are deteriorating. "We're going to have to do something in a few years," he said.

He said he won't know how much the project will cost or whether the bridge will be repaired or replaced until the engineering company completes its study.

Circle said his department will try to complete the project quickly so the work will not interfere with football games.

"We'd probably start work in February and hope to complete it by the following fall," he said.
Bridges to west campus close today for repairs

By Brenda J. Redmond
Lantern staff writer

The two bridges on Woody Hayes Drive between Ohio Stadium and west campus will close for repairs beginning today until Sept. 5 to all vehicle and pedestrian traffic.

Jim Stevens, assistant vice president of Physical Facilities at Ohio State, said traffic should use Lane Avenue or Herrick Drive as a detour.

He said he knows the construction is an inconvenience, but such repairs are absolutely necessary if the bridges are to remain usable.

Don Barr, landscape architect for Physical Facilities, said the bridge repairs include replacing the sidewalks and curbs, re-sealing the cement and repaving the bridges.

"The sidewalk work really needs to be done," Barr said.

He said the construction on the bridges is being done now so they will be finished by the first OSU football game, which is scheduled for September 7.
TAKING A CRACK AT IT

Students returning for the fall quarter at Ohio State University will have firmer footing, thanks to Chris Nadolson, left, and Rod Richmond. They were using jackhammers yesterday to chip around cracks as they repair the underside of a skywalk on the OSU campus. The skywalk connects Drake Union with Morrill and Lincoln towers along Cannon Drive. Nadolson and Richmond work for The Righter Co. Inc., general contractors, 2424 Harrison Rd.
County moves toward replacing 3 overworked Olentangy River bridges

- Designing and replacing such major bridges can take eight to 10 years, one engineer said.

By Mary Stephens
Dispatch County Offices Reporter

Don't start worrying about more orange barrels just yet, but Franklin County has taken the first step toward replacing the Olentangy River bridges on Lane, King and 3rd avenues.

County commissioners approved resolutions Tuesday declaring the replacements necessary — the first step in a long process. Designing and replacing major bridges such as these can take eight to 10 years, said Tom Gleespen, chief deputy county engineer.

“We’re just beginning the process,” Gleespen said. “We’re not sure what direction it’ll take. These are probably the three largest structures we have left to be replaced.”

He could not guess what it might cost to replace the bridges.

All three bridges were built before 1920. Though none is unsafe, they are too small for the traffic they carry and old enough that widening them wouldn’t be feasible, Gleespen said.

The commissioners’ action allows county Engineer John Circle’s office to hire engineers to study replacing the bridges.

Those engineers will meet with traffic planners from the city and from Ohio State University to talk about how the heavily used bridges should be replaced and what other road projects could be tied in, Gleespen said.

Though the bridges are on Columbus streets, they are the county’s responsibility because they cross a major waterway.

Widening the Lane Avenue bridge is likely to be tied into enlarging the road east from the river to at least Neil Avenue and possibly to High Street, said Clyde Seidle, planning and bridge engineer for Columbus.

The university is particularly interested in widening Lane and gave the city a strip of land along the south side of the road more than 10 years ago to accommodate widening, said university planner Jean Hansford.

OSU wants Lane Avenue larger and the Lane/High street intersection improved so noncampus traffic will stop using campus streets, such as Woodruff Avenue/Woody Hayes Drive, as shortcuts, Hansford said.

Better traffic flow around and over the bridges is important to the university because “that’s our front door now; it has shifted from High Street to the west,” Hansford said.

“Many more people now arrive at the university via Rt. 315 than High Street.”
Three plans shape future of Lane Avenue

By Jill Boatman
Lantern staff writer

Plans to change the face of Lane Avenue were revealed in three proposals exhibited at the Lane Avenue Transportation study meeting Wednesday.

All three plans include trimming the corner at the intersection of Lane Avenue and High Street on the side of the Shell Station. Lane Avenue will be widened to five lanes from High Street to Olentangy River Road. An additional turning lane will be added at the intersection of Lane Avenue and Olentangy River Road.

The building containing The Bike Source, Sahara restaurant and The Jailhouse will be demolished according to the plans.

The bridge over the Olentangy River will also be destroyed.

The bridge, built in 1917, is an earth-filled arch bridge and its foundation is literally filled with dirt, said David Younger, transportation planning engineer for the city of Columbus. If the bridge was partially torn down, it would fall apart.

Two of the plans would halt traffic on Lane Avenue over the Olentangy River while a new bridge is constructed. The other plan proposes building an adjacent bridge to keep traffic flowing over the river while construction is taking place.

"What you are going to see after this is all done is here is not going to be a long line of traffic waiting to go east on Lane Avenue," said Joan Hanaford, senior campus planner involved with the project for Ohio State. "It's going to be a nice, wide street with a good flow of traffic."

The first plan allows space for sidewalks and takes less land from the front yards of the homes and businesses on West Lane Avenue. This plan will allow only minimal space between pedestrians and the road, Younger said.

The second proposal includes green space and sidewalks which will give a buffer between pedestrians and the road, he said.

The third plan not only gives Lane Avenue green spaces and trees but will allow the bridge over the Olentangy River to remain open during the restructuring process, Younger said.

Those involved with the planning process want to utilize bits and pieces from each plan, he said.

"Many of the property owners stand to lose much of their front yards," said Pat Kohr, a partner with Kohr, Royer, Griffith Realty. "Most of these residents have parking lots for backyards."

Those involved with the planning process for the city of Columbus say the Varsity Club will be spared but just barely since the plan will involve adding six to eight feet to Lane Avenue, said Doug Bender, traffic engineer with MS Consultants, which is working with the city on the project.

"We want to do it the way the community wants us to do it," Younger said. "This is a long term plan."

The north dorms, for the most part, will be unaffected by the restructuring plans, Bender said.
Lane Avenue Bridge closed to auto traffic beginning Nov. 25
Project to replace bridge will last until mid-2004

COLUMBUS – The long-awaited replacement of the Lane Avenue Bridge over the Olentangy River will begin in earnest on Monday, Nov. 25, when the bridge closes at 5 a.m. in preparation for demolition and replacement. Pedestrians will still be able to cross the river via a temporary pedestrian bridge, but vehicles will be rerouted north to cross the river at Dodridge Street.

“It will take a few weeks for drivers to find new ways to reach their destinations,” said Sarah Blouch, director of Transportation and Parking at Ohio State. “Unfortunately, that means more cars on campus, more congestion, and likely service delays for our Campus Area Bus Service (CABS). Give yourself extra time and be prepared to wait a bit.”

“The good news is that we will have a very beautiful structure with greatly improved traffic and pedestrian flows when this project is complete,” Blouch said.

The bad news, at least for campus motorists, is the pending expansion of the Woody Hayes Drive Bridge that will occur at the same time. Traffic will be maintained on the bridge as it is replaced and enlarged, but travel will be slow and motorists should expect delays on Woody Hayes Drive between Fyffe and Tuttle Park Place. The additional traffic detouring around the Lane Avenue Bridge closure will likely compound those delays.

Led by the Franklin County Engineer’s office, construction of the new bridge and the pedestrian walkway has been under way since February. Crews have constructed a temporary causeway across the river, and made visible progress on both abutment foundations and one of two tower piers. Officials agreed to wait until after the final home football game before closing the bridge.

- more -
The new Lane Avenue Bridge will replace the three-lane bridge constructed in 1918. The new 370-foot concrete structure will be cable-stayed and will feature center towers that rise 119 feet above the deck. The new bridge will accommodate six lanes of traffic and feature 12-foot-wide sidewalks on both sides. An artist’s rendering of the bridge is available on the Franklin County Engineer website http://www.fcoe.co.franklin.oh.us/Projects/LaneBridge.htm.

The $15.6 million project is being funded with $5 million from the federal government, $5 million from the Ohio Public Works Commission, and the remaining costs through Franklin County, the City of Columbus, and Columbus Recreation and Parks Department. The project also includes reconstruction of the intersection of Lane Avenue and Olentangy River Road.

Signs will direct motorists to detour the construction by taking Olentangy River Road north to Dodridge Street to Neil Avenue or High Street.

Although the detour takes most city traffic away from campus, pedestrian and vehicular traffic is expected to be very heavy through the campus area, and especially on Woody Hayes Drive. Campus transportation officials are advising motorists to expect significant traffic delays and allow plenty of extra time to get to campus destinations.

The current Woody Hayes Drive bridge, built in 1921, is in need of extensive structural rehabilitation. The $10 million project will also accommodate secondary projects to extend a new high-pressure streamline pipes across the bridge, and to provide ADA accessibility between the bridge and parking areas. The new design can also accommodate a bike path along the east bank of the Olentangy River without encroaching on the waterway.

###
Ribbon cutting will open new lanes on Woody Hayes Drive bridge
Son, players of famed coach will participate in celebration

A two-year project to widen and improve the Woody Hayes Drive bridge over the Olentangy River will be essentially complete on Tuesday (12/7). A ribbon-cutting ceremony to open the additional two new lanes of the four-lane structure will begin at 3 p.m. in the Ohio Stadium N.W. parking lot (below the southeast corner of the bridge).

The ribbon-cutting will follow brief remarks by Jim Stevens, associate vice president for physical facilities; Bill Shkurti, senior vice president for business and finance; Thomas Gregiore, associate dean of the College of Social Work; and the Honorable Steven Hayes, son of the late Coach Woody Hayes. The ceremony will also celebrate the Hayes family legacy at Ohio State. The eight funds in the Hayes family name have generated more than $2 million in educational support money at the university.

Following the ribbon cutting, Judge Hayes will be the first official passenger over the new $9.8 million bridge, riding in a 1951 Mack Ohio State pickup truck. Several former Ohio State football players who played for Woody Hayes during his coaching tenure at Ohio State from 1951 to 1978 will follow in other vintage autos.

Built to replace a 1904 railroad bridge, the original two-lane bridge was constructed in 1921 as the university prepared to open Ohio Stadium. The new structure offers four 12-foot lanes with ten-foot sidewalks on each side, as well as ADA-compliant accessibility to the bridges from the parking areas.

WHAT: Ribbon cutting ceremony will open new lanes of the Woody Hayes Drive bridge

WHEN: 3 p.m. on Tuesday (12/7)

WHERE: Ohio Stadium N.W. parking lot (below southeast corner of bridge)

WHY: The new bridge offers improved transportation across campus and improved reliability for campus utilities customers.

###
The rebuilt Lane Avenue bridge is an impressive entry point to campus from the west. The bridge opened in mid-November—five months ahead of schedule—to the joy of the thousands of people who drive, ride, or walk between main and west campuses daily. The six-lane, cable-stayed structure over the Olentangy River is the third bridge to be built on the site since 1905. The second bridge stood from 1919 to 2002.
arch spans were nearly complete and the railings at the east end were soon to be installed. "Unforeseen difficulties" resulted in a two-month delay before the structure was completed.

The bridge was intended to serve several functions. Its primary purpose was to connect the main campus with the new farmland across the river. Railroad tracks along the center of the bridge allowed continued rail access to the power plant and permitted passenger rail service to the stadium. The bridge was designed to allow a maximum of water to flow, reducing flood events during high water.

In 1960, the bridge deck was widened about 40 feet to accommodate new sidewalks. In 1970, natural gas turbines were installed in the McCracken Power Plant, eliminating the need for coal deliveries. The Board of Trustees approved the removal of the spur in April 1970 as the construction of State Route 315 cut off access to the old Hocking Valley line.

By 1981, the bridge was in poor condition. In 1982, Stadium Drive was renamed Woody Hayes Drive to honor Wayne Woodrow Hayes, who had coached the football Buckeyes to three national championships and 13 Big Ten Titles from 1951 to 1978. Repairs on the bridge began in November 1983, and by June 1984, the estimate for repairs was up to $875,000. In the summer of 1991, the bridge was repaved, the concrete was resealed, and the sidewalks and curbs were replaced.

Rehabishing Needed
A detailed engineering inspection in February 1995 indicated a need for extensive structural rehabilitation. A 10-inch steam line was also planned for installation under the bridge to be connected to the existing line near St. John Arena and Agricultural Engineering. The new design would allow the opening of the river corridor and would accommodate a bike path along the east bank of the Olentangy River, without encroaching on the waterway.

The project was originally approved by the Board of Trustees in July 1999. The final budget on this project was $9.8 million. "We are pleased that the replacement for the Woody Hayes Bridge is within budget and will serve future generations of Ohio State students for decades to come," said University Engineer Ramesh Bahl.

* * *

Physical Facilities staff members working on this project included Mark Hartmann, Paul Sherwood, and Mark Scott, and former employee Tricia Petras. For information about the project, contact Mark Scott (614-247-5099, scott.95@osu.edu). -D.S. •