

At the next Harrison West Society Meeting, Thursday, July 13, 7:00 p.m. at the First Brethren Church at 3rd and Oregon Avenues, Deputy Engineer of Bridges, Mark Sherman, will present "The Rise and Fall of the Arch in Bridge Design" and will solicit neighborhood comment concerning the new Third Avenue Bridge.

July
1995

Harrison West News

A Neighborhood on the National Register of Historic Places

Vol. 6
No. 7

Neighborhood Design Input on Replacement Bridge Sought

Franklin County Engineer's Office to Work with Harrison West **THIRD AVENUE BRIDGE TO COME DOWN!**

By Craig Copeland

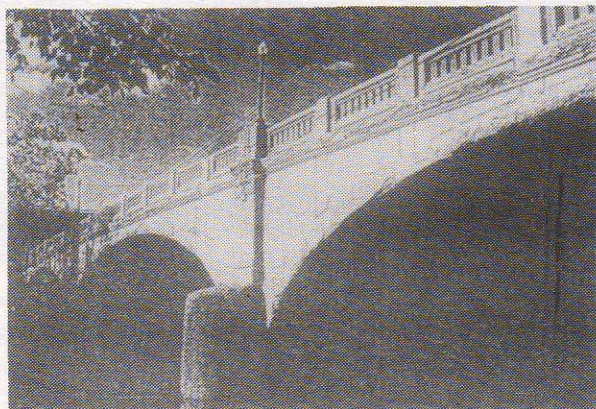
The Franklin County Engineer's Office, the agency responsible for the present neo-classical arched bridge, will present engineering studies for the new precast bridge at the next Harrison West Society meeting to be held on July 13, Thursday, 7 p. m. at the First Brethren Church on the corner of Third and Oregon Avenues. This will be the opportunity to express what is aesthetically important to our turn of the century neighborhood; Neoclassical vs. Modern, monumental vs. utilitarian, three spans vs. two spans vs. one span, arched spans vs. flat spans, the harmony and rhythm of design elements, as this structure relates to Harrison West. Deputy Engineer of Bridges, Mark Sherman, P. E., will take comments on these big picture issues and on the bridge details as the deck hand and bicycle path railings, lighting and pedestrian needs, and explain the functions along with the limitations of modern materials in bridge design. The Third Avenue

Bridge is the first impression many have of our historic neighborhood and that the new bridge design will be more than an faint echo from the past is the sentiment many Harrison West residents are expressing.

Harrison West will lose a gracious, historical structure that gives the neighborhood a sense of place, with pleasing details and classic proportion similar to those found throughout the houses of the area. According to Mr. Sherman, the existing neoclassical vaulted arch bridge has deteriorated to the point where repairs to the cast concrete structure would cost significantly more than replacement, thus leaving no alternative. Public structures speak a lot about those who use them or are associated by their proximity; namely the stature of the those who live or own homes nearby. Will the new bridge look like it belongs to a historic neighborhood or is on the highway to Anywhere, in a modern prefabricated world?

Mr. Sherman will present a brief history of design considerations from the turn of the century, including why repairs to the structure are more expensive than replacement. Then he will describe current design practices and their impact on the appearance of the new bridge and potential construction timetables. Since Harrison West is on the National Register of Historic Places, and this neighborhood gateway is eligible for listing on the National Register, the Engineer's office is

sensitive to the contextural relationship of the new construction and for this reason is soliciting neighborhood comment on the design. Unfortunately, binding review of the design and the protections afforded to other neighborhoods by City of Columbus' Historic Review Commission, or HRC, is not available to Harrison West.



The Third Avenue Bridge

Future bicycle traffic will be a significant new addition to the replacement bridge as part of the Olentangy River Bike Path extending from Downtown to Worthington along the river bank. The Recreation and Parks Department is well along in negotiations with Battelle Memorial Institute for the right of way north of the bridge along the eastern bank of the Olentangy River from Third to King Avenues. The bike path, twelve feet wide, as it traverses the new bridge, will connect the path to the south on the western side of S.R. 315. The Olentangy River Bike Path is projected to see thousands of bicyclists annually and will be a significant compo-

(Continued on page 2)

Neighborhood Matters

315 Construction Set to Begin

Construction on the Spring-Sandusky Interchange is set to begin south of 3rd Avenue during the last week in July or the first week of August. 315 traffic will be detoured onto the Olentangy River Road south of 3rd Avenue.

33-1 Precinct Update

The motion asking for dismissal of the election results is still pending before Judge O'Grady.

(Continued from page 1)

nent in form and function of the design.

The Third Avenue Bridge, begun in 1918 by and opened in 1919, reflects the grace and beauty of the neoclassical movement from that period. Originally planned to be a three span bridge, reflecting the design cannons of the day to have an odd number arches, a fourth span was added to the bridge after the devastating 1913 flood. The designers had watched their first arch bridge over the Olentangy River, the King Avenue Bridge, wash away while under construction during this epic flood. However, today only three arches of the Third Avenue Bridge are still visible. The western most arch disappeared under backfill when S.R. 315 was built and the river narrowed.

At the time these bridges were constructed using the most modern techniques and materials of the day, carpenters built wooden forms for the entire bridge and the concrete was cast in place. This was cutting edge technology for the day since concrete made with Portland Cement had been invented only 25 years earlier in England. The King Avenue Bridge was the second bridge in Ohio to be built utilizing concrete arches reinforced with steel rod. The arches of the King and Third Avenue Bridges were back filled with dirt in the vaults between the arches to give the bridge ample mass against the forces of 60 ton trolley cars on top of the bridge deck and to resist the powerful current of the river below.

The Franklin County Engineer's Office was responsible for the 1919 bridge, just

as it is for the replacement bridge. This bridge, as the present one did in its day, will use the most modern construction technology; which in today's bridge design are precast concrete spans. While the original bridge can not be duplicated, Mr. Sherman has agreed to consider de-

sign informally reviewed by the Ohio Historical Preservation Office, part of the Ohio Historical Society. From the bridge's road deck and sidewalks, the open balustrade or railing is the most significant feature. Most of detail visible from the river bank has rotted away from years of exposure to winter road salt.

The original drawings show extensive decorative detail indicating a considerable amount of form cast into the concrete sides. The Third Avenue Bridge was a monumental public structure in its scope, reflecting the values of the day. When this was the northern edge of development, the bridge may have had a slightly different significance for area residents then, than what we take for granted today. The neoclassical form stood as the graceful triumph of human endeavor quite literally over the often destructive river that until the present bridge, was largely forded by people on horseback and in wagons, conditions permitting, or crossed with shoes held in hand during the summertime.

The bridge, the western gateway to Harrison West, is an important part of the neighborhood with all east-west traffic traversing this structure, often having to spend more than a moment or two stopped in traffic, as well as huge numbers of future Bike Path cyclists. The aesthetic interests of the bridge are no less important today. More people will cross the new bridge than ever before in a day or than did in a month circa 1919 on horses, by foot or that then new invention, the horseless carriage.

A River Runs Through It

By Larry Henry, Retired ODNR Naturalist
Proprietor, Mill Creek Bakery, North Market

Sounds like a good movie title for some place out West. I moved to Harrison West in May 1994. Since it was spring I visited the "Dead Sea," or Olentangy River in this case, as a naturalist. I like visiting places that man has written off naturally. During my first four-hour visit to the river, I saw 35 species of birds, 10 species of mammals and 24 species of blooming plants. All this natural beauty between the 3rd and 5th Avenue Bridges.



Old fishing lore has it that these river waters were once fertile trout fishing grounds that drew fly fishermen from all over Ohio to enjoy earlier in this century.

sign studies based on neighborhood concepts about design context and overall consensus.

Since the bridge is part of Ohio history, the Engineer's Office will have the

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3rd Avenue Bridge Commentary

By Dean Berlon, President, Italian Village Society

While reading the February 26 issue of *The Columbus Dispatch*, I ran across an editorial that disturbed me. In the editorial, it mentioned that the Town Street and Main Street bridges have deteriorated and need to be replaced. The editorial goes on to describe the lengthy process it took for the Broad Street bridge to be replaced "because preservationists argued for so long about how it should look." The editorial goes on to argue that since the "pattern" has been set with the Broad Street bridge that there should be no discussion of design or public input, or as the *Dispatch* puts it, "caterwauling" over the details.

If you have ever walked over one of these bridges, you would know that it is the details that make these bridges pleasingly different. The railings, balustrades, pavement and texture give the bridges a unique character. If they were homogenized, the city loses yet a little more detail and "sense of place." I am not saying the designs should not be consis-

tent with each other—the arches over the water are a unifying element of a downtown which is lacking in unity. But with the development of the Central High site, why not incorporate these bridges into the details and cultural purposes of this site and encourage pedestrian traffic, rather than just automobiles from downtown.

The same argument holds true for the 3rd Avenue bridge over the Olentangy River. When the 5th Avenue bridge was replaced with a sleek highway bridge, it became just another bridge with no connection to the historic area that lies to the east. When the 3rd Avenue bridge is replaced, I'm sure we will get more of the same homogeneous roadway of Anywhere, USA.

I ask the *Dispatch* what is wrong with public input into detail and character that would make these public projects contribute to the areas in which they are located? Have we nothing to gain except public pride in the city? In our rush to replace, let us not forget the public needs to be served efficiently and aesthetically. I would hardly call this "caterwauling."

Harrison West News

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Officers

PRESIDENT

Craig Copeland 299-3737

VICE PRESIDENT

Richard Morris 861-3003

SECRETARY

Sean Conway 291-0013

TREASURER

John Cowin 291-7063

Editorial Information

Surface mail:

PO Box 10142

Columbus, Ohio 43201-0643

EDITOR

Dwight K. Phelps 424-6001

FAX 291-7540

AOL HWN Editor

E-MAIL hwneditor@aol.com OR

dphelps@freenet.cols.oh.usa

TYPESETTING ASSISTANCE

Nathan H. Brown

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Craig Copeland 299-3737

465 Vermont Place

Columbus, Ohio 43201

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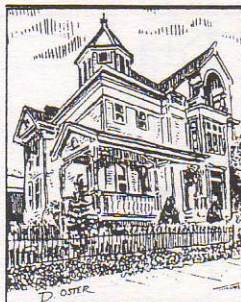
Holyday Masses Vigil: 6 p.m.

Holyday: 12 noon and 6 p.m.

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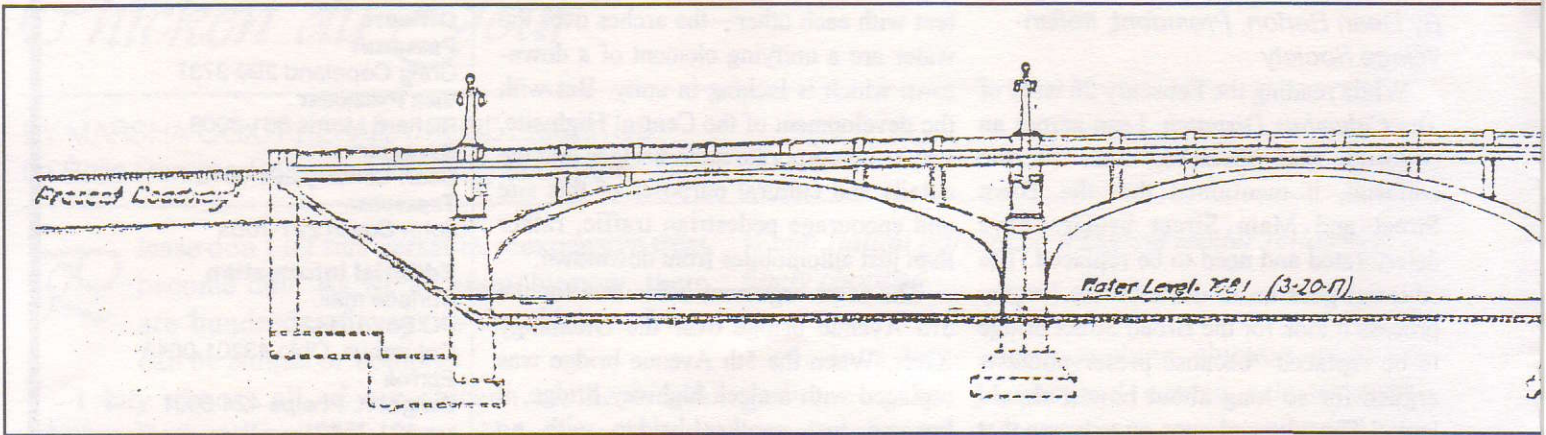
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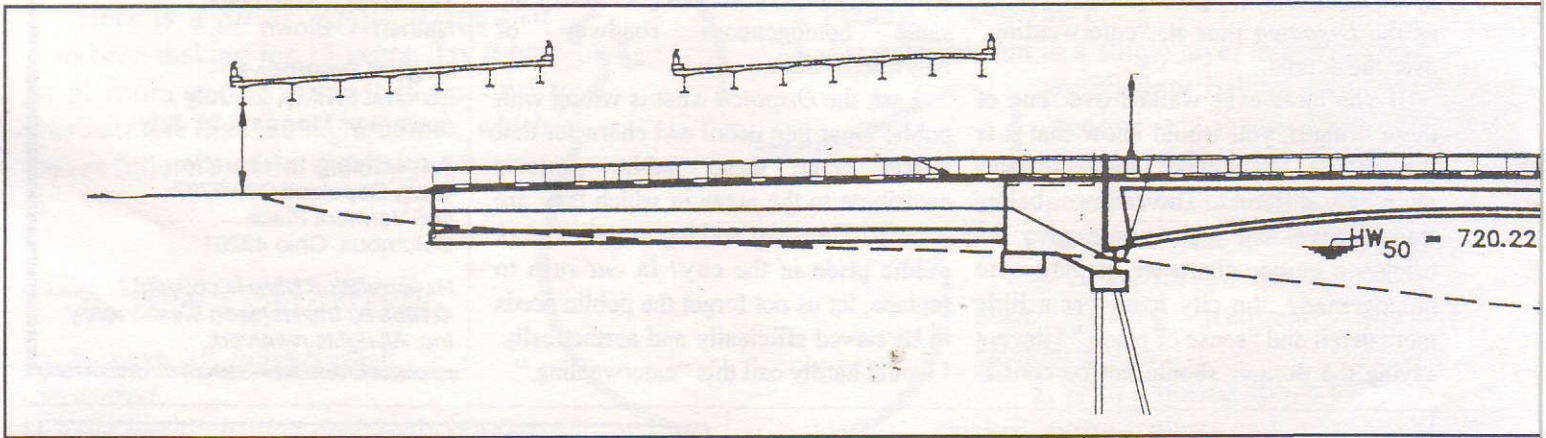
The New Victorians
294-0550

The Third Avenue Bridge

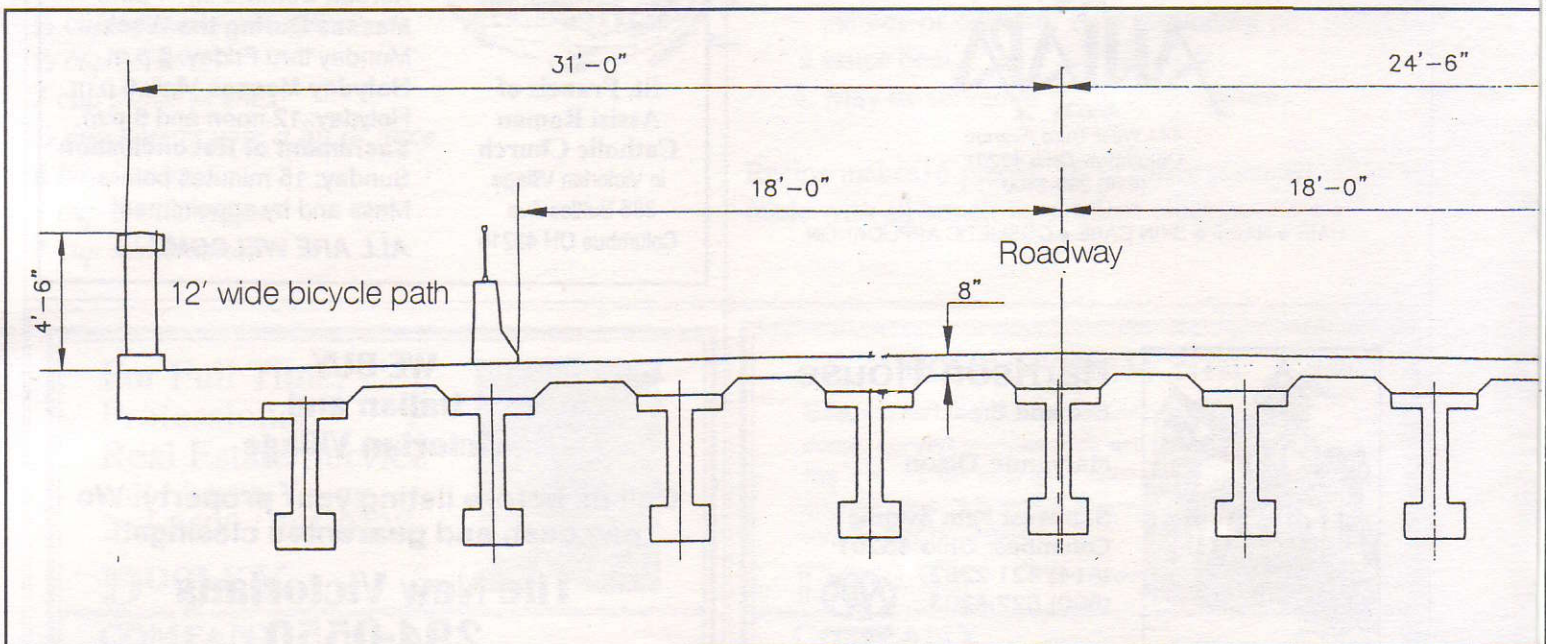
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The Third Avenue Bridge, 1919, as it appeared in the original engineer's drawings. The Neoclassical arched bridge is viewed looking downst

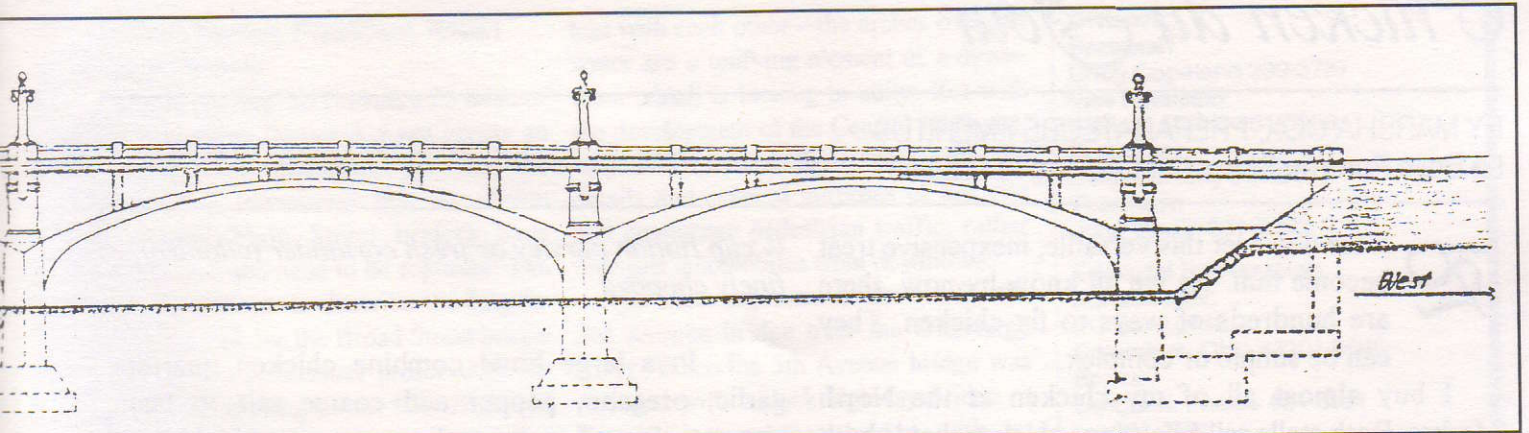


Preliminary engineering study using two precast concrete spans. Shown only as an engineer's study and not intended to represent the final des

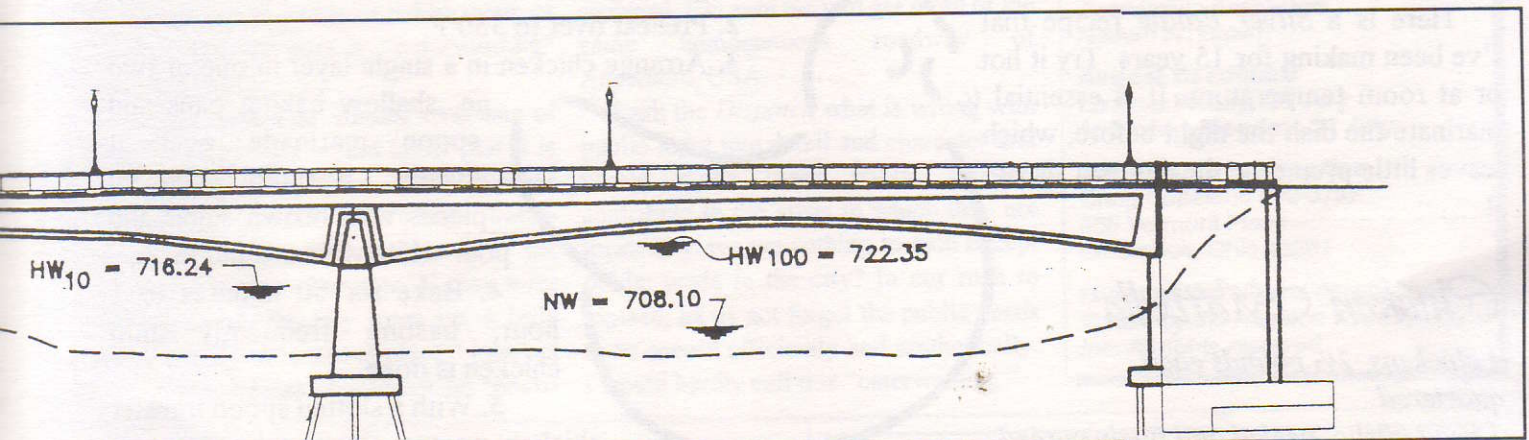


Preliminary engineering study showing cross section of the proposed bridge illustrating concrete barrier segregating 12-foot wide bicycle path

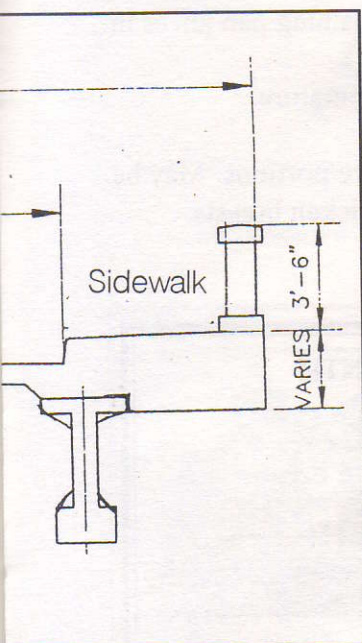
Historical Gateway to Harrison West



beam. The entire western arch and a portion of the next was buried under backfill when SR 315 was built.



gn, which is currently open to neighborhood input. Note SR 315 and the narrowed river channel.



Primary Visual Elements of the New Bridge to be Discussed by Franklin County Engineer's Office, Thursday, July 13, 7:00 p.m. at the First Brethern Church, on the corner of Third and Oregon Avenues.

Open discussion opportunity for Harrison West residents to impact the design of the Third Avenue Bridge as the neoclassical arched bridge is replaced within the aesthetic constraints of today's construction techniques. The elements of a bridge from the ground up include:

Substructure

- Abutments, the structures where the bridge is anchored to the river bank
- Piers, the central supports in the river channel
- An odd number of spans, such as 3, gives a more graceful, or "neoclassical" appearance

Superstructure

- Precast concrete beams, arched or flat, spanning the abutments and piers

Bridge Deck

- Pedestrian Sidewalks and Parapets
- Barriers Segregating Motor Vehicles and Bicycles

Hand Railings or Balustrades

- Solid cast concrete, like a highway barrier, or open like the present design
- Combination of metal railings and concrete

Lighting Standards

- Please note the Fifth Avenue Bridge has the original light standards from the earlier bridge and how little visual impact or "history" they add to the structure

from vehicular traffic.

In the Harrison West Kitchen and Garden

Chicken du Jour

BY MARSHA COX, PRÉPARATEURE EMERITUS
La Belle Pomme School of Cooking at Lazarus

Please don't let this versatile, inexpensive treat become dull. As we all know by now, there are hundreds of ways to fix chicken. They can be simple or complex.

I buy almost all of my chicken at the North Market. Both stalls sell free-range chicken that is both tender and healthy. You can buy chicken any where.

Here is a *Silver Palate* recipe that I've been making for 15 years. Try it hot or at room temperature. It is essential to marinate the dish the night before, which leaves little prep time the day you serve it.

Chicken Marbella

4 chickens, 2½ pounds each,
quartered
1 head garlic, peeled and finely puréed
¼ cup dried oregano
coarse salt and freshly ground pepper, to taste
½ cup red wine vinegar
½ cup olive oil
1 cup pitted prunes
½ cup capers with a bit of juice
6 bay leaves
1 cup brown sugar
1 cup white wine

¼ cup Italian parsley or fresh coriander (cilantro),
finely chopped

1. In a large bowl combine chicken quarters, garlic, oregano, pepper and coarse salt to taste, vinegar, olive oil, prunes, olives, capers and juice, and bay leaves. Cover and let marinate, refrigerated overnight.

2. Preheat oven to 350°F.

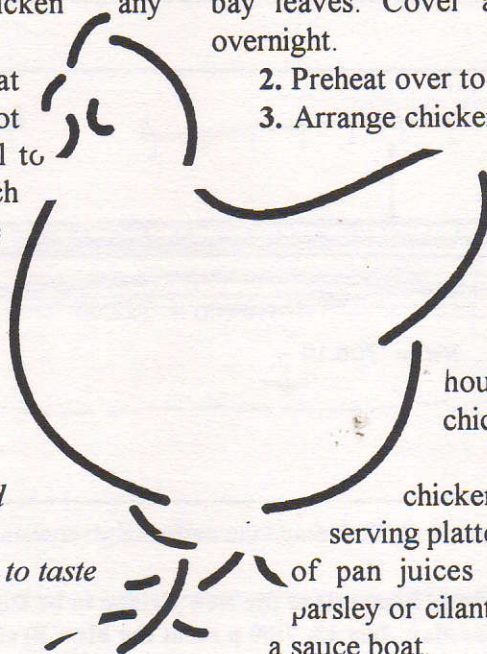
3. Arrange chicken in a single layer in one or two large, shallow baking pans and spoon marinade over it evenly. Sprinkle chicken pieces with brown sugar and pour white wine around them.

4. Bake for 50 minutes to 1 hour, basting frequently until chicken is done.

5. With a slotted spoon transfer chicken, prunes, olives and capers to a serving platter. Moisten with a few spoonfuls of pan juices and sprinkle generously with parsley or cilantro. Pass remaining pan juices in a sauce boat.

6. May be served at room temperature.

Recipe makes 16 pieces, 10 or more portions. May be made with all boneless, skinless chicken breasts.



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All residents are invited to participate in the planned activities. Health screenings, educational classes and display tables will be available. While some of the screenings may require a nominal fee, we have made every effort to keep costs to a minimum. Some of the screenings are free. Door prizes and information packets will also be given away.

For more information, please call Jackie Hendrix during regular business hours, 299-3131 (ABITEC Corporation).

SCREENINGS

- Hearing Testing: On-site puretone audiometric testing and interpretation of all test results will be conducted at a fee of \$10 per test.

- Blood Testing: Includes diabetes Cholesterol, etc. Fee: \$35.00

- Blood Pressure Screening : Free

- Mammograms: Columbus Cancer Clinic will provide services. Fee \$55.00.

- Vision and Glaucoma: Also includes color blindness screening. Free

DEMONSTRATIONS AND CLASSES

- Shoulder and Neck Massage: Doctors' Hospital will provide service. Fee \$10.00

- Weight Loss with Hypnosis, Dr. Don Mannarino of Cleveland, Ohio. Fee \$40.00

- Fire Extinguisher Safety with Ohio Fire and Safety Company Free

- Working Safely with Hand Tools and Sharp Objectives sponsored by

Division Safety and Hygiene, State of Ohio Bureau of Worker's Compensation. Free

- Body Fat Analysis Fee is \$3.00
- Stretching Exercises for work and play, sponsored by O.S.U. Sport Medicine Center. Free
- Safety Shoe Mobile provided by Safety Solutions

INFORMATION TABLES

- American Cancer Society
- Chemical Emergency Preparedness Advisory council (CEPAC)
- ADT Home Security Systems
- American Lung Association
- Child I.D. Program with fingerprinting and photo provided Free
- Doctor's Hospital with Health Risk Appraisal and Heart Risk Appraisal Free

All appointments and registrations received by July 14 will receive written confirmations. We are looking forward to an exciting event which will benefit our community and employers alike.

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CORNERSTONE CENTENNIAL CELEBRATION

St. Francis of Assisi celebrates building's 100th anniversary

By Kaethe Sandman

St. Francis of Assisi Roman Catholic Church, at the
corner of Buttles and Harrison Avenues in Victorian
Village, will soon be celebrating the centennial of the
church building.

The *Cornerstone Centennial Celebration*, planned
for Saturday, September 2, will honor the 100th
anniversary of the laying of the cornerstone at the
southwest corner of the building, which is visible from
Harrison Avenue. The celebration will feature a re-
creation of the processional march through the streets of
the Short North, from our parent parish Sacred Heart at
893 Hamlet Street, to St. Francis of Assisi. Brief prayer
services will be held at each church, as well as the
dedication of a time capsule and a memorial wall of
portraits of the pastors of St. Francis. The festivities will
conclude with an ice cream social.

Everyone is invited to participate in the events. We
especially hope to welcome former parishioners who may
have moved from the area, and graduates of St. Francis
School. More details will be available in the next issue.
For additional information, please contact the church
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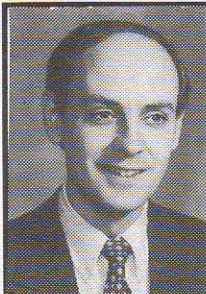
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