

Abandoned Delaware County Roadmeet
November 2019

Welcome all to this get-together as I show you some former routings around Delaware County.

After lunch, we'll head north on State St (Oh 3) through "Uptown" Westerville, and then turn right on County Line Rd (note, we will pass OLD County Line Rd first, don't turn right there)

We will go east on County Line Road till we reach Sunbury Rd and turn left.

Continue north on Sunbury Rd till we reach the first traffic light (Maxtown Rd), you will turn right here into the boat dock for "Red Bank Landing." We'll park in the loop for the boat dock, then walk over and touch some 75 year old abandoned concrete from when Red Bank Rd did cross Big Walnut Creek.

Head back out to the traffic light, and turn right onto Sunbury Rd. Continue north on Sunbury Rd till we reach Big Walnut Rd, where you will turn left. Go west on Big Walnut Rd till you reach Tussic Street Rd and turn right. Go north on Tussic Street till you reach Oxbow Rd. Turn right onto Oxbow Rd.

Oxbow Rd dead ends into a boat launch. City of Columbus (because they own Hoover Reservoir) has improved this area over the last couple of years, so where Oxbow Road once sunk into the water, now it abruptly ends. The idea here is that if you look directly east from here, across the water, you will see the other end (Yankee St) where Sunbury road used to cross Big Walnut Creek. Out in the middle of the water, you'll have to imagine that a covered bridge once stood (amongst the trees).

Head back west on Oxbow Rd to Tussic Street Rd and turn right, you'll almost immediately turn right again onto Old 3-C Hwy (Yes, this is the original routing for Ohio 3). We will continue north on Old 3-C Hwy on into Galena. Take the second right (at the flashing beacon signal) onto Columbus Street and find somewhere to park along the left side of the road (depending on how large our caravan is, some might have to park at the Galena "boardwalk")

Purpose of this first stop is to hike along the old routing of Sunbury Rd, prior to creation of Hoover Reservoir, in the 1950s. It is hard to believe, but 60+ years ago, this was farmland prior to the valley being flooded. This hike will $\frac{1}{3}$ of a mile (one way) and we'll reach the old abutments of where Sunbury Rd once crossed Big Walnut creek.

Once we get back to our vehicles, we will turn left onto 3-C and head south(west) to Dustin Rd, where we will turn right. Follow Dustin Rd north(west) to you reach a sharp left turn under a railroad underpass. We will actually turn right and park here (if you go under the underpass without stopping you've gone too far). From this location there will be several hikes. One can either go north on the bike trail along the abandoned Ohio Railway and reach the bridge over the Little Walnut Creek ($\frac{1}{2}$ of a mile) and from there, descend down to a (now) abandoned road. Alternatively, one can go straight east along (abandoned) Dustin Road $\frac{1}{2}$ of a mile to its bridge abutments on either side of Little Walnut Creek. If luck holds out with the weather, one will be

able to hike along the bank of Little Walnut between Dustin Rd and the Railroad bridge without getting wet, or sinking into mud.

After we are finished here, we will head west on Dustin Rd till we reach Oh 3, where we will turn right. We will follow Oh 3 north to Sunbury, before turning left onto Oh 61. Continue north on Oh 61 till we reach Oh 521, where we will turn left. Continue west a ½ mile and we'll pull over to the side of the road. From here it will be a ¼ mile hike north across farmland till we reach a grove of trees. These trees are hiding a 160 year old abandoned railroad. This is the old right-of-way for the Springfield-Mt. Vernon-Pittsburg Railroad. As you will see, this segment was graded, and they even built a culvert here. Alas, the rail was never laid and it has sat ignored all these years. (we will see another half finished structure for this incomplete railroad later)

Back to our vehicles and we'll turn around and head east on Oh 521 back to Oh 61 and turn left. Go north on Oh 61 till you reach Chambers Road, turn right here. Follow Chambers Rd east till we reach a covered bridge.

The Chambers Rd Covered bridge is the last standing covered bridge in Delaware County. This bridge was originally built in 1883 by E.S. Sherman as a Childs through truss bridge. It has been rebuilt twice in the last 75 years, to my knowledge.

After viewing this bridge, we will head west on Chambers Rd back to Oh 61, and turn left to continue north into Morrow County. Right after we cross the county line, we will turn left onto Morrow County Rd 15. Go west on CR 15 just over a mile. We will cross over I-71 and immediately after that, turn right on Morrow County Rd 218. Go north on CR 218 just barely a mile and at crossroads, turn left onto Morrow County Rd 225. We will continue west on CR 225 for 1 ¼ miles (over gravel road) to our next stop, the CR 225 double bridge.

Now while this structure is less than 2 miles from my house, I know very little about this structure's history. The steel truss was built in 2000, the stone arch beneath it I have nothing about it (outside of photos I took 7 years ago)

We will continue west another ½ mile to an ancient through truss bridge over Alum Creek. This particular bridge, while fragile, has a more interesting history than I first imagined. Originally constructed in 1876, this bridge's first home was near Mt. Gilead, Ohio and the Morrow County Fairgrounds. I do not know the exact date this bridge was moved to its current location. ODOT records show the last major rehab job on this bridge was in 1942, so maybe that is when the bridge was moved (certainly before I moved here in 1983).

Assuming all vehicles can pass the 4 ton weight limit, we will continue west another ⅓ miles into Stantontown/West Liberty and continue straight onto Peru Twp Rd 224. Be careful with some tight turns, shortly after we leave the crossroads. We will continue north just over a mile until we come to a T intersection, where we'll turn left, continuing west on TR 224 another mile till we reach the next crossroads. At this intersection we will turn right on to Morrow County Rd 165

and proceed north one more mile till we reach OH 229, where we will turn left. Once on OH 229, we will proceed west 5 $\frac{3}{4}$ miles (through the town of Ashley) to just west of Horseshoe-Peters Rd. Once past the crossroads, there is a gravel pull off on the right, we will park there and cross the road to the former right of way and bridge abutment. ODOT straightened the curve, and built a new bridge (that is in use) around 1960.

Once we're finished, we'll go back east on Oh 229 back to Peters-Horseshoe Rd, and turn right onto Horseshoe Rd. We will go south along Horseshoe Rd for $\frac{3}{4}$ of a mile till we reach Cole Rd, where we'll turn right. Follow Cole Rd west, even as the pavement ends the road becomes gravel. Amongst the trees, after $\frac{3}{4}$ of a mile, there will be a wye, stay to your right. Continue on another $\frac{1}{4}$ mile till the road turns to the left. We will stop here and make a short hike to the abandoned bridge piers for the former Water Hill Covered bridge.

Water Hill was torn down when Delaware Reservoir flooded the area in the early 50s.

After this visit, we will head east out on Cole Rd back to Horseshoe Rd and turn right. Follow Horseshoe Rd south 3 $\frac{1}{2}$ miles till we reach Leonardsburg Rd. We will turn right here. Watch out for the left-right turn combo (no, I don't know why ODNR placed that there), and continue west over the ridge (embankment for Delaware Reservoir) for approximately a mile, then we will turn left and head south. This road will become Panhandle Rd once we exit the reservoir area. (There will be no stops here, but be careful with the poor road quality due to Ohio Dept. of Natural Resources (ODNR), more or less abandoning the roads within the reservoir area)

Once the pavement quality picks up, take the first road to the left, Hanover Rd. Follow Hanover Rd east till it ends at Horseshoe Rd, where we will turn right. We will follow Horseshoe Rd south for $\frac{3}{4}$ miles till we reach Kelly-McMaster Rd, and turn left. Follow Kelly-McMaster Rd for 2 miles till we reach US 42. Continue east over US 42 & the railroad track, as we're now on Walton Rd. Shortly after the RR tracks, Walton Rd makes a sharp turn to the left and you'll be heading south to Cackler Rd. Since we can't shortcut across the field, we'll have to turn right onto Cackler Rd, and then 250 yards later make nearly a 180 degree turn onto County Home Rd east. (The N-S section of Walton Rd and small piece of Cackler Rd were part of the original routing for US 42 from 1926 till the mid 30s, when ODOT decided it would be wise to move US 42 so it wouldn't cross the railroad twice within 2 miles)

Follow County Home Road east for nearly 2 miles till we reach OH 521. Continue straight (turn left?) on Oh 521 through Kilbourne. After we pass Old State Road and the bridge over Alum Creek, turn right into the parking area for the kayak launch. From here it will be 300 yard hike south till we reach the abandoned right of way, and a couple of bridge abutments for the Springfield-Mt. Vernon-Pittsburg Railroad.

When we return to our cars, we'll turn left onto 521, then immediately turn left onto North Old State Road and head south. Go south on Old State Road for 3 miles till we reach US 36/OH 37 where we will turn right and head west. Go west on 36-37 for $\frac{1}{2}$ a mile till we reach Big Run Rd, where we'll turn left. Follow Big Run Rd south for another $\frac{1}{2}$ mile until the road ends. From this juncture, there will be two paths. Due to time considerations, we will follow a path to the west

along what was Curve Rd, prior to the creation of Alum Creek Reservoir, where it runs into the water (less than a $\frac{1}{2}$ of a mile from where we parked).

After this stop, we will go back north on Big Run Rd to US 36/OH 37 and turn right. Follow 36-37 east to I-71, turn right and take I-71 south to I-270, where we'll take the loop onto I-270 east briefly before exiting at OH 710/Cleveland Ave. At the exit ramp, we will want to turn left and go north on Cleveland Ave for just $\frac{1}{2}$ of a mile before turning right onto Schrock Rd. Go east on Schrock Rd for just a $\frac{1}{3}$ of a mile before turning left onto Cooper Rd and heading north again. Follow Cooper Rd north, around the (golf) driving range and parking lots for St. Anns hospital till we reach the 2nd left for "Building 380." Go west and take the first available right for access to the parking lot.

From here, we'll have to take a serpentine $\frac{1}{4}$ mile walk to reach our next destination, the former Beech Rd Truss Bridge.

From our last stop, go back to Cooper Rd and turn left. Follow Cooper Rd north till you reach the first right, which will be Collegeview Rd. Follow Collegeview Rd north till we reach Main St. and turn right. Follow Main Street east into "Uptown Westerville" and take the last right, before you reach the traffic light, into the parking lot and continue down that alley till we reach the back of Westerville Grill.