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Brent Spence Bridge Corridor October 31, 2025 eNewsletter

BUILDING DEMO CLEARS THE WAY FOR NEW BRIDGE

Construction crews successfully demolished a portion of the iconic ARTIMIS Building in downtown Cincinnati, clearing a major obstacle for the new companion bridge.

Owned by the Ohio Department of Transportation (ODOT), the building sat wedged between the southbound lanes of I-75 and I-71, just north of Third Street. The initial demolition work had to be completed under the cover of darkness because of crucial safety restrictions. Tearing down that section required the temporary closure of the I-75 southbound ramp to Second Street.

Renascent, a subcontractor for the prime contractor Walsh Kokosing, spearheaded the effort. Once the initial hurdle was cleared, they were able to tear down the remaining structure during daylight hours without any further traffic disruptions. All debris was swiftly trucked away to local landfills and recycling centers.



The now-demolished structure was more than just a building; it was the former nerve center for the Advanced Regional Traffic Interactive Management and Information System (ARTIMIS). Launched in 1995, ARTIMIS was a true pioneer, establishing one of the United States' earliest Intelligent Transportation Systems (ITS). From this building, crews managed incident, congestion, and freeway flow for a massive 88-mile region, covering 66 miles in Ohio and 22 miles in Kentucky.

It was the main control room for over 80 closed-circuit cameras and used to relay real-time information to drivers via 40 overhead message boards, two dedicated radio channels, and a traveler advisory telephone service. This was a critical partnership between ODOT, the Kentucky Transportation Cabinet (KYTC), and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI).

While the ARTIMIS Building played a vital role for decades, traffic management has since evolved. Today, ODOT centralizes its traffic intelligence, collecting information from an extensive network of statewide cameras and sensors at a single facility in Columbus. Drivers can access real-time updates instantly through its official website and popular mobile app, OHGO.

Similarly, KYTC leverages comparable technology, along with crowdsourced data from the Waze app, to provide current travel updates via its GoKY website. The digital age has eliminated the need for the physical command center, paving the way for Cincinnati's next major infrastructure project.

See more of the demolition [here](#).

This month's throwback photo from October 28, 1962, looks northeast during the erection of steel at Pier No. 3, taken from the top of the levee on the Kentucky side of the Ohio River. Courtesy of the City of Cincinnati's Division of Engineering, the image by Brand Studios captures steady progress on what was then known as the Cincinnati-Covington Bridge — later renamed the Brent Spence Bridge.

That fall, area residents were settling in to watch the brand-new TV comedy *The Beverly Hillbillies*, which had just premiered to instant popularity and fame for the oil-rich Clampetts. The Reds had wrapped up their season under manager Fred Hutchinson, and the Bengals were still six years away from their first kickoff as an AFL expansion team.

A little more than a year later, in November 1963, the bridge would open — linking Ohio and Kentucky and setting the stage for decades of connection and commerce.



COMMUNITY AND WORKFORCE ENGAGEMENT UPDATE

The Brent Spence Bridge Corridor Project team has been busy in the community, with a special focus on inspiring the next generation of builders. Whether talking with students, workforce partners or local residents, the goal is the same: making sure everyone has the opportunity to be part of this historic project.

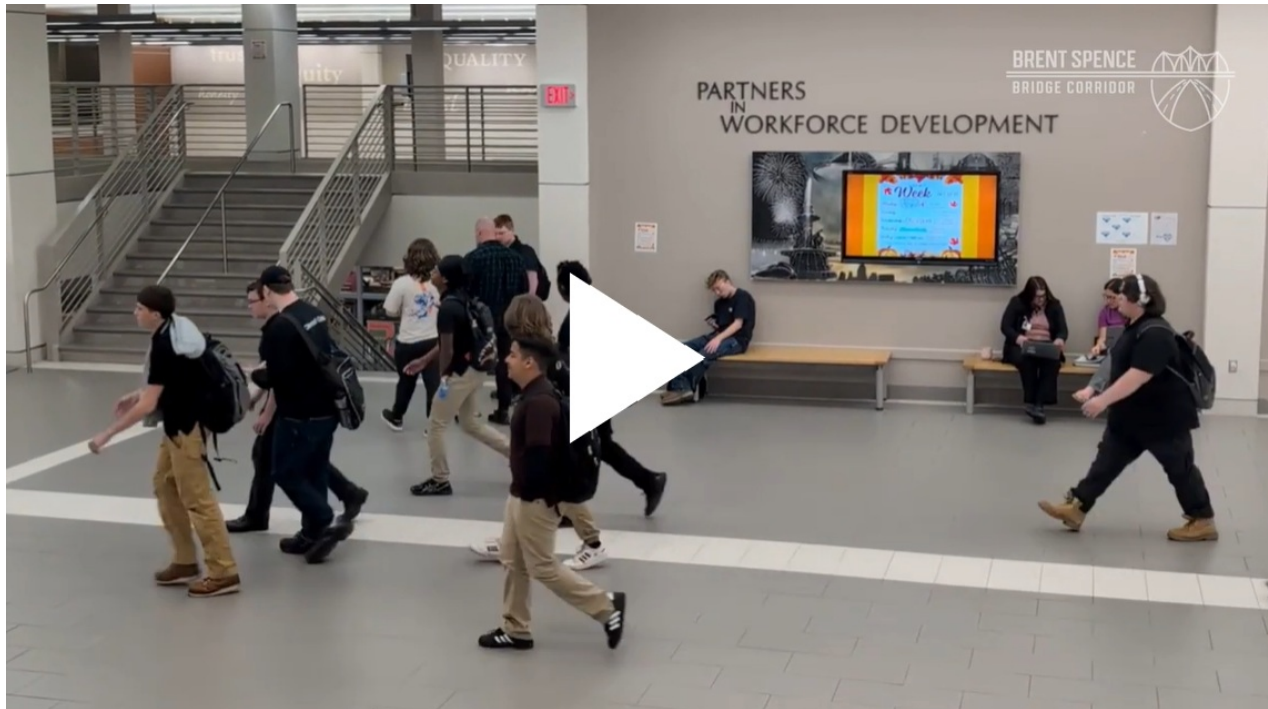
Inspiring the Next Generation

The project team recently visited students at the Diamond Oaks campus and the Cincinnati Construction Academy (CCA) to talk about careers in construction and transportation.

“It means a lot to talk with students about what we do and why it matters,” said ODOT Project Manager Tommy Arnold during his visit to CCA. “Projects like this are about more than bridges. They are about connecting people and creating opportunities that last for generations.”

During the stops, the team shared what’s coming with the Brent Spence Bridge Corridor Project and how students can get involved early. The jobs being created can lead to long-term careers in skilled trades.

Check out our video, [Connecting People to Opportunity](#), to see how we’re meeting students, sharing hands-on insights, and helping young people imagine their future in construction.



Upcoming Library Pop-Ups

The project team has held multiple information sessions at public libraries in both Northern Kentucky and Cincinnati, giving the public, students and workforce partners a chance to learn about the project and ask questions. The sessions are also a chance to explore career and business opportunities. Two more library sessions are planned this year in Cincinnati:

- Thursday, Nov. 13 | 11:00 a.m. – 12:30 p.m. | Corryville Library Branch Pop-Up | 2802 Short Vine Street
- Thursday, Dec. 11 | 11:00 a.m. – 12:30 p.m. | Downtown Main Library Branch Pop-Up | 800 Vine Street

These sessions are open to everyone and provide a chance to learn about workforce and business opportunities connected to the Brent Spence Bridge Corridor Project. For the latest opportunities, visit WalshKokosing.com.



[Brent Spence Bridge Corridor](#)

ABOUT THE PROJECT

Stretching from the Western Hills Viaduct in Ohio to Dixie Highway in Kentucky, the project will be built without tolls and transform an eight-mile portion of the I-71/75 interstate corridor, including a companion bridge immediately to the west of the existing bridge. More information about the project is available at BrentSpenceBridgeCorridor.com.

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Brent Spence Bridge Corridor | 505 South State Route 741 | Lebanon, OH 45036 US

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