

THIRD STREET BRIDGE REPLACEMENT

Over the Great Miami River, City of Dayton

Frequently Asked Questions

1. What is the purpose and need for the Third Street Bridge Replacement project?

The purpose of the project is to replace the Third Street Bridge over the Great Miami River. The existing seven span, 721' long bridge was originally built in 1904 and underwent a major rehabilitation in 1949. The bridge is now rated structurally deficient and in poor condition. The new bridge will have five spans supporting it and be the same length. The new bridge will be wider with four 11' traffic lanes to accommodate a center two-way left turn lane as well as a 10' wide northern sidewalk and a 17' wide southern shared-use path replacing the existing 8' wide sidewalks.

Traffic lane width for streets with speed limits 45mph and less are recommended to be 10' wide—not 11' or 12'—which is what is proposed. The speed limit on the bridge is 35mph and currently there is a center median, not an entire lane, to separate traffic. Wider lanes plus more lanes is an equation for fast moving traffic. Sidewalks are important to this design but in excess of 8' they become zones of debris to gather. With a reduction in lane width, more controlled sidewalk width, and removal of a full unused center turn lane, there will be room to accommodate a more intuitive design for separated bike lanes that offer viable options for east and west bound travel in cars, on bikes, and on foot. This is a better alternative than a 17' wide shared-use path (which would only be on one side of the bridge and make for a zone of conflict entering and exiting the path)

2. What property will be acquired to construct the improvement?

Additional rights-of-way will be required within the river between the levees to accommodate the wider proposed bridge. In addition, temporary rights-of-way will be needed to access the river from Bank Street and Salem Avenue along the levees as well as for a causeway within the river to construct the new bridge.

3. Will the roadway improvements impact historic resources in the project area?

Though the project is adjacent to Sunrise Park and the Dayton Cultural Center, neither of these resources will be impacted by this project and will remain open throughout the duration of construction.

4. What is the expected construction cost for the Third Street Bridge Replacement project? How will the project be funded?

Based on the current preliminary design, construction and construction inspection costs are estimated to total approximately \$18,280,000 in year 2019. The expected sources of funding for this project is shown below:

	Third Street Bridge	
County Engineer (Auto & Gas)	11.8%	\$2.16M
ODOT/FHWA	80%	\$14.62M
Ohio Public Works Commission	8.2%	\$1.5M
Total Construction & Inspection	100%	\$18.28M

In addition, all environmental studies, engineering design, and Right of Way acquisitions prior to the start of construction will be shared between the Montgomery County Engineer's Office and a Local Major Bridge grant through the Ohio Department of Transportation (ODOT).

5. What is the anticipated construction schedule?

Construction of MOT-Third Street Bridge replacement project over the Great Miami River is scheduled to begin in spring 2019, and be complete by fall of 2020.

6. Will traffic be maintained during construction?

Due to safety, constructability, and project duration issues the bridge will be closed and traffic will be detoured. The proposed vehicular and pedestrian detours will utilize Edwin C. Moses, 5th Street, and Roberts Drive.

7. Bikeway Detours

The Great Miami River Recreational Trail passes under the Third Street Bridge on both the east and west bank. During bridge construction, it will be necessary to detour bicycle traffic. The detours will be as follows:

West bike path: The detour will use the newly constructed bike ramp at the Fifth Street bridge, Fifth Street itself and Edwin C. Moses Blvd. To access to and from the bike path from Edwin C. Moses Blvd., the detour will utilize the existing levee stairs north of Third Street in Sunrise Park.

East bike path:

- Northbound: Starting at the newly constructed bike ramp at Fifth Street, the detour will follow Fifth Street to Jefferson Street. The detour will rejoin the bike path at RiverScape Metropark.
- Southbound: Starting at RiverScape Metropark, the detour will follow Monument Avenue, Perry Street, Fourth Street, and Fifth Street. The detour will rejoin the bike path at the newly constructed bike ramp at Fifth Street. ***Southbound: Recommended instead to start at RiverScape MetroPark and follow St. Clair Street at Monument where there is a bike lane heading south to Fourth Street. At Fourth Street, turn right and continue on a route with sharrows, taking a bicyclists to Fourth and Fifth to access the ramp on the south side of Fifth. This is a much safer alternative than having recreational trail bicyclists get onto Monument and attempt mingling with traffic at the Main Street Bridge intersection and turn left at Perry (an intimidating merge).***

8. River Closures

Due to safety reasons, it will be necessary to close the river to traffic for short periods of time. During these closures, signs will be posted directing traffic to access points along the river north and south of the project limits. These river access points will be as follows:

- North of Third Street Bridge: west side of Great Miami River, at mouth of Wolf Creek
- South of Third Street Bridge: west side of river immediately south of 5th street. Please note when Five Rivers MetroParks installs the proposed bike ramp immediately south of Third Street, this will become the access point south of the project limits.