



The passage of the Bipartisan Infrastructure Law (BIL) has created a once-in-a-generation opportunity to improve the quality of life for the millions of Americans who use the federal highway system to travel between Ohio and Kentucky and beyond. It also presents the opportunity to invest in local businesses and a growing workforce by improving safety and travel along one of the most important national corridors for commerce and freight.

The Brent Spence Bridge is the critical link in this important eight-mile corridor from the Western Hills Viaduct in Ohio to Dixie Highway in Kentucky. The bridge is structurally sound and will remain in service for decades to come.

New funding will support construction of a new companion bridge – not a replacement – as well as updates to the existing bridge and the interstate network throughout the corridor.

Ohio and Kentucky are working together to ensure the Brent Spence Bridge Corridor Project is shovel-ready and meets the needs of our growing region.

The states are applying to multiple Bipartisan Infrastructure Law (BIL) grant programs to give themselves the best chance of receiving maximum funding, a strategy that is in line with the [pledges of Governors DeWine and Beshear to pursue every federal dollar available for this bridge project](#).

In August, the states applied for [Bridge Investment Program](#) funding. In May, they applied for [Multimodal Projects Discretionary Grant Program](#) funding. Ohio and Kentucky articulated in both applications that a total of \$1.66 billion in federal grant funding is needed regardless of which discretionary grant awards funds to the project.

Revised plans for new companion bridge show dramatically reduced footprint

- In 2012, the Federal Highway Administration (FHWA) approved a plan for a new companion bridge to the west of the existing Brent Spence Bridge that will address capacity and mobility issues that have plagued interstate traffic using I-71/75 to cross the Ohio River between Ohio and Kentucky.
- Based on significant community engagement, as well as a thorough technical analysis, the footprint of the new bridge has been dramatically reduced from the alternative approved in 2012. Initial plans included two 14-foot shoulders on each deck of the new bridge and expanded shoulder widths on the existing bridge. The new bridge was planned to cover nearly 25 acres and span nearly 150 feet in width.
- Revised plans show the new bridge at almost half the size of the 2012 footprint – covering approximately 14 acres and 84 feet in width. Updated illustrations show widened emergency shoulders on the existing Brent Spence Bridge to safely stow stalled vehicles, and 12-foot shoulders on the new companion bridge. Additionally, interstate and local traffic are separated – the new companion structure will carry I-71/75 traffic; local traffic will use the existing Brent Spence Bridge.
- The current anticipated project cost is \$2.8 billion, which will be shared by each state. The cost of the companion bridge will be split 50/50 by Ohio and Kentucky, and each state will pay for the approach work on their respective end of the bridge. The current estimates for each state are \$1.48 billion for Ohio and \$1.31 billion for Kentucky.

The Brent Spence Bridge is safe and structurally sound and will serve a critical transportation need for decades to come.

- The bridge was designed to carry 80-100,000 vehicles per day. It currently carries twice that volume. During peak travel times, the number of vehicles crossing the bridge significantly exceeds what each lane can efficiently handle without travel delays.
- The bridge was reconfigured in 1985 to provide an additional travel lane on each deck.
 - Before: three 12-foot lanes + approximately five-foot shoulders
 - Now: four 11-foot lanes + one-foot shoulders
- Current planning and traffic analyses indicate that additional capacity is needed to support safer travel for drivers who use I-71/75 to travel between Ohio and Kentucky. Long-term use of the Brent Spence Bridge, as well as a new companion structure, would allow for the separation of local and through traffic. This separation would improve safety and support better access to the Covington and Cincinnati business districts.
- The bridge was built in 1963 and is maintained by KYTC. Multiple routine maintenance projects have taken place throughout the history of the bridge to ensure it remains viable and safe for long-term use, including the recent project to clean and paint the bridge, as well as a project in 2017 to replace the concrete deck on both the north and southbound travel lanes.

Ohio and Kentucky Will Share Responsibility in Next Steps and Construction

An Interstate Cooperative Agreement will allow Ohio and Kentucky to begin the process of preparing for construction. The agreement defines the roles and responsibilities for procurement, funding, construction, and maintenance of the Brent Spence Bridge Corridor Project. The Agreement is expected to be signed later this year.

As the project moves closer to full funding, the pace of activity has picked up to ensure construction readiness. The bi-state project team is prioritizing the following activities while the federal funding requests are under review:

- Updating the financial plan to align with existing funding opportunities and anticipated project needs, including evaluation of the potential impacts on inflation on the funding plans for each state;
- Continuing development of the revised concept for the new companion bridge, which significantly improves safety by separating through and local traffic;
- Analyzing potential options for construction using the design/build process; and
- Performing environmental field work, including updating air and noise evaluations.

For more information, please visit [BrentSpenceBridgeCorridor.com](https://www.BrentSpenceBridgeCorridor.com)