



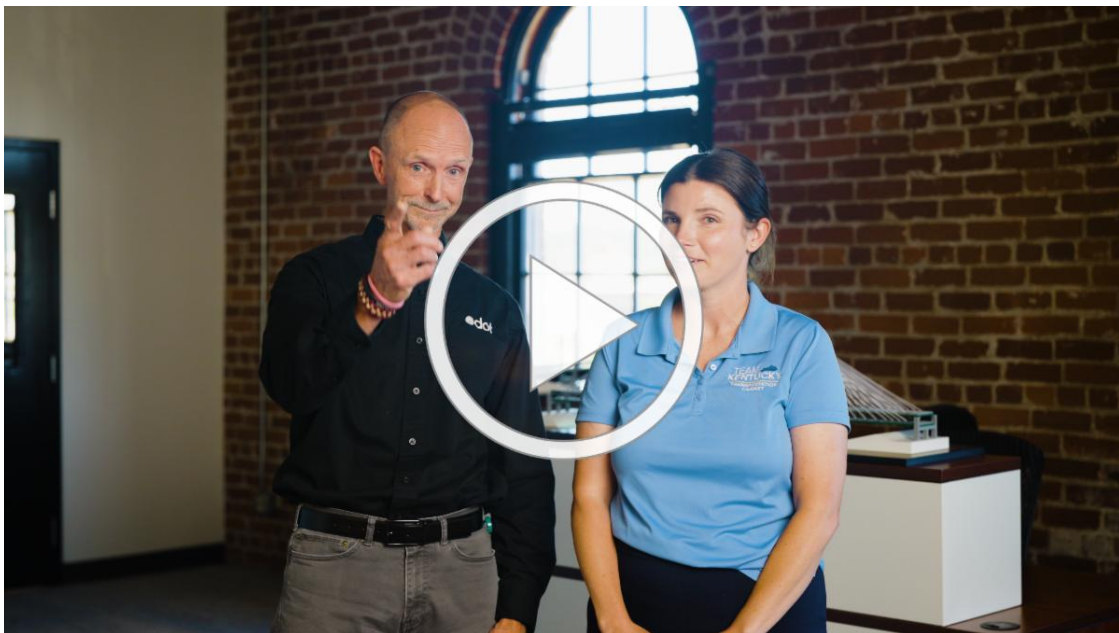
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Brent Spence Bridge Corridor August 31, 2026 eNewsletter

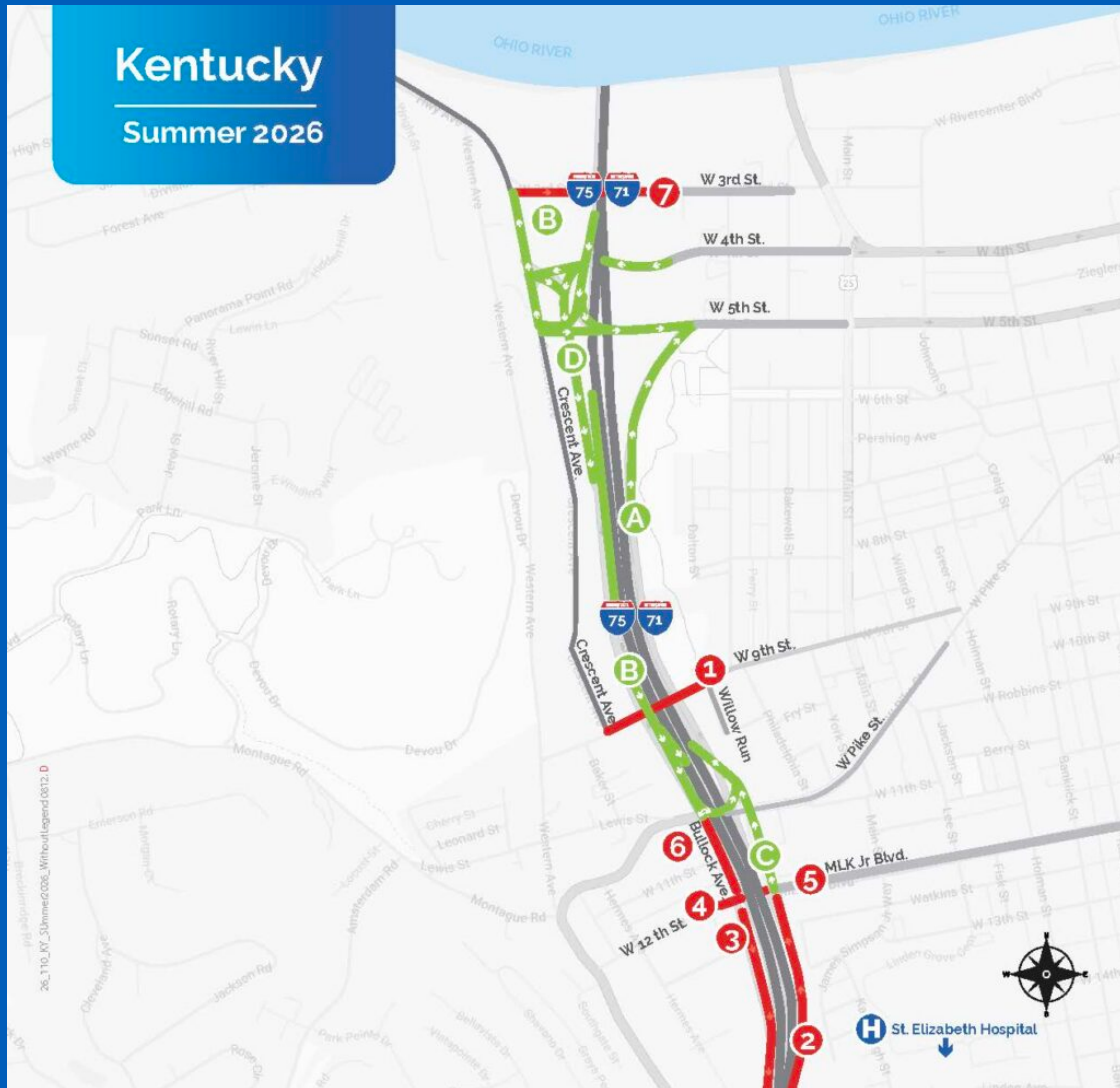
RAMPING UP



Scott LeBlanc of the Ohio Department of Transportation and Talya Caudill of the Kentucky Transportation Cabinet, construction leads for the Brent Spence Bridge Corridor Project, describe the activity motorists can expect to see in the coming months as work continues to ramp up.

To view additional Project Construction Updates [visit our website.](#)

WHY IS SO MUCH HAPPENING AT ONCE? THE METHOD BEHIND A MEGA-PROJECT





If you've driven near the Brent Spence Bridge Corridor lately, you've probably noticed activity in several places at the same time. Cranes near the river, retaining walls going up, demolition underway. It can look like organized chaos. It's actually just organized.

A question that recently came in on social media captures what some are wondering: Why can't you just build the companion bridge first and then work on all the roadway connections?

It's a fair question, and the short answer is: waiting would cost years.

The Brent Spence Bridge Corridor Project is not simply a new bridge over the Ohio River. It is eight miles of improved roadways along one of the nation's most critical interstate corridors, encompassing highway rebuilding, new approaches to the existing Brent Spence Bridge, two miles of approaches to the new companion bridge, bike and pedestrian facilities, stormwater upgrades and more. If the companion bridge were built first and everything else followed in sequence, the finished structure would sit unconnected to the surrounding road network for years, unable to carry a single car or truck.

Ohio and Kentucky worked closely with the project's design-build team to develop an aggressive phased construction schedule that advances all of these elements simultaneously. Building concurrently compresses the timeline and gets the completed system into service sooner.

None of this happened quickly. The project's design and management teams have dedicated nearly 2 million hours to planning the construction sequence, a figure that reflects just how complex it is to rebuild a major interstate corridor while keeping traffic moving, creating a safe work area and maintaining access to downtown Cincinnati and Covington.

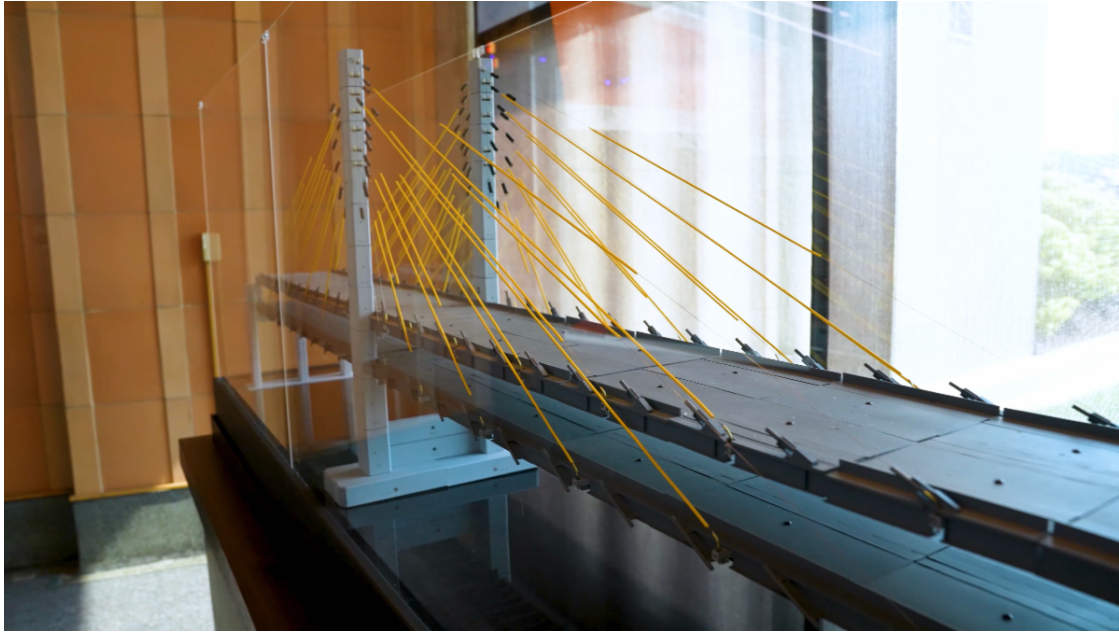
What looks like multiple projects happening at once is, in fact, one well-planned sequence working as intended.

To learn more about navigating around construction zones, visit the [Travel Updates](#) section of our website.

WIND TESTING MODEL EXHIBIT DEBUTS AT CINCINNATI MUSEUM CENTER

A piece of the Brent Spence Bridge Corridor Project's history is getting a second life – and a new home in the community.

The 14-foot-long steel and concrete model of the future Companion Bridge used by engineers during the design process is now part of Cincinnati Museum Center's (CMC's) *Shape the City* exhibit. The 1:140-scale model was tested in a specialized wind tunnel to help engineers confirm that the bridge's first-of-its-kind design will remain stable in extreme wind conditions for a century to come.



Now, visitors can see that same replica up close and learn more about the science, engineering and innovation behind one of the nation's largest infrastructure projects.

Donating the model to the CMC reflects the project team's commitment to being a good neighbor to the community they serve. While the real companion bridge rises from the water as we watch, the exhibit gives Greater Cincinnati a unique look at the work behind it – and, project leaders hope, inspires some of the region's future engineers, designers and builders.

**BRINGING BACK THE BRICKS: LONGWORTH HALL'S
EAST FACADE WILL LOOK LIKE IT DID IN 1904**



The arched windows and the distinctive brick facade of the east end. It's all coming back, a throwback to 1904.

To make room for the approach to the new companion bridge, 200 feet of Longworth Hall was recently taken down. Workers removed the concrete slabs that were once the structural base and first floor for the east end of Longworth Hall, but the bricks are not gone. Crews carefully reclaimed them from the demolition, and those original bricks will be used to reconstruct the east facade, restoring it to the appearance captured in this image.

Originally the Baltimore and Ohio Freight Terminal and sister building to Baltimore's Camden Yards, Longworth Hall was built on ground owned by Cincinnati's Nicholas Longworth. It opened in a year worth remembering: 1904, when Cy Young threw the first perfect game in modern baseball history, Teddy Roosevelt won re-election and Cincinnati Mayor Julius Fleischmann presided over a city on the rise. The construction numbers reflect that ambition: 4.25 million bricks and 1,200 tons of steel. Stretching more than a quarter mile, it remains one of the longest buildings in the country and is listed on the National Register of Historic Places.

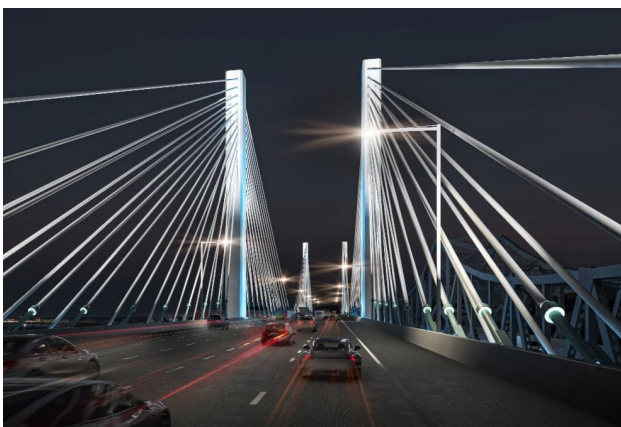
The new companion bridge will reshape this stretch of Cincinnati's riverfront, and Longworth Hall, with its original bricks, will look very much as it did the day it opened.

CALLING ALL SMALL BUSINESSES TO THE BRENT SPENCE BRIDGE CORRIDOR PROJECT

Are you a small business owner interested in working with the Brent Spence Bridge Corridor Project? We want to connect with you. Join us on Tuesday, Sept. 15 from 5-7 p.m. at Cigars International at Newport on the Levee to meet the project team, learn how you and your business can get involved with the once-in-a-lifetime project, and network with other small businesses in the Greater Cincinnati area.

Registration is required [here](#).

Can't make it? Don't worry! There will be plenty of networking opportunities in the future. Be sure to follow the Brent Spence Bridge Corridor Project on [Facebook](#), [X](#) and [Instagram](#) to know when and where the project team will be next. Whether you're a local business, job seeker or just want to know more about the project, we're here to connect you to the resources you need.



[Brent Spence Bridge Corridor](#)

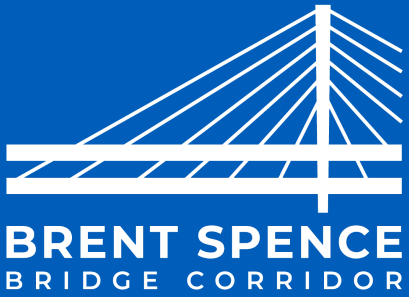
ABOUT THE PROJECT

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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