

BRENT SPENCE BRIDGE CORRIDOR FACT SHEET

OVERVIEW

The passage of the bipartisan federal infrastructure package has created a once-in-a-lifetime 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.

Both states are preparing to apply for federal infrastructure funding as soon as application guidance is released from the United States Department of Transportation.

A Preferred Alternative for A New Companion Bridge Has Been Approved

- A preferred alternative for a new companion bridge was approved in 2012. That decision was based on a federally prescribed evaluation process that included detailed technical and environmental analysis, as well as comprehensive public engagement.
- 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. If grant funding is secured, the project would be paid for using a mix of federal, state and local dollars.
- Opportunities to reduce the cost and footprint of the final decision are being evaluated based on current traffic volumes and public feedback. The 2012 decision is not being reopened because the goal of building a new companion structure to the west of the existing bridge remains unchanged – to improve safety and ease congestion by providing additional capacity that separates local and through traffic. The preferred alternative – with potential adjustments to design – meets that objective.

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.

Anticipated Next Steps:

- Sign Interstate Cooperative Agreement
- Apply for federal grants, when made available
- Complete an environmental reevaluation, develop financing and project management plans
- Acquire property needed for construction
- Prepare documents and plans to contract with companies who will manage the design and construction
- Construction