

BACKGROUND



Moving the Economy,
Creating Jobs

BRENT SPENCE
BRIDGE CORRIDOR

HISTORY OF THE BRENT SPENCE BRIDGE

Originally opened in 1963, the Brent Spence Bridge and its approaches are key elements of the nation's Interstate Highway System. The bridge carries both I-75 and I-71 traffic through the Greater Cincinnati and Northern Kentucky area. Its original design divided six lanes among two, three-lane driving decks; however, renovations in 1986 eliminated the emergency lane in order to widen the bridge to four lanes on each deck.

The National Bridge inventory lists the bridge as functionally obsolete due to significant safety concerns, such as limited driver visibility, narrow lane width and a lack of emergency lanes. In fact, motorists are three to five times more likely to have a wreck on the bridge than on any other portion of the interstate systems of Ohio, Kentucky or Indiana.

These concerns – and the fact that the Brent Spence Bridge Corridor is a major economic driver for the region and nation – make the project a top priority of the Kentucky Transportation Cabinet (KYTC), the Ohio Department of Transportation (ODOT), the Ohio-Kentucky-Indiana Regional Council of Governments (OKI), the Northern Kentucky Chamber of Commerce, the Cincinnati USA Regional Chamber of Commerce and the cities of Covington, Kentucky and Cincinnati, Ohio.

CURRENT STATUS

The Brent Spence Bridge Corridor replacement and refurbishment seeks to drastically improve traffic, service, safety and accessibility of the Brent Spence Bridge. Under the project, the following objectives would be met:

1

Improve traffic flow and level of service

3

Improve driver visibility

2

Improve safety

4

Maintain connections to key regional and national transportation corridors

Generally, the project focuses on the Brent Spence Bridge, but it is much bigger than that: several miles of highway leading to and from the bridge are also part of the 7.8-mile segment of I-75/I-71 that make up the Brent Spence Bridge Corridor in Greater Cincinnati and Northern Kentucky.

[continued on back](#)

KEY FACTS

3 to 5x

Motorists are three to five times more likely to have a wreck along the corridor than on any other portion of the interstate systems of Ohio, Kentucky or Indiana.



1.6 Million
Gallons

Roughly 1.6 million gallons of fuel are wasted annually due to traffic congestion, which – under current bridge conditions – will increase to 5.7 million gallons per year by 2030.



3.6 Million
Hours

Traffic congestion on the Brent Spence Bridge costs an average of 3.6 million hours of delay for passenger cars every year.

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CURRENT STATUS CONTINUED

The new Brent Spence Bridge Corridor will more than double the capacity of the current bridge to improve accessibility for people who live here, as well as people traveling through the area. Specific lanes in both directions will be dedicated to local and through traffic.

The project is expected to have a price tag of nearly \$2.5 billion, making it the largest infrastructure project this region has ever seen. But as it stands today, public sources of funding – whether federal or state – will not be enough. Estimated project costs are approximately five times the State of Ohio and Commonwealth of Kentucky combined annual budgets for new and capacity-driven project budgets. Tolling is being evaluated as a means to produce a new, dedicated revenue source to fund the project.

If the bridge is to be built, a financial commitment from other sources will be required to complete the project.

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A Public-Private Partnership (P3) is an alternative way to deliver the Brent Spence Bridge Corridor project. Leveraging private sector resources while maintaining public sector control will allow the project to be delivered faster, better and cheaper than a traditional approach. A P3 delivery of this project would take advantage of significant cost savings and would accelerate the construction timeline.

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P3 project delivery is just one of several options a current Value for Money (VfM) analysis is reviewing. Previous engineering and environmental studies have identified local and through-traffic needs, capacity issues and safety concerns. The VfM study will build upon that previous work to assess how best to meet user needs in the most cost-effective way possible.

KEY FACTS

\$417

Billion or 3% of GDP

Approximately \$417 billion in freight crosses the bridge every year, equivalent to three percent of the Gross Domestic Product.

10 States



The Brent Spence Bridge Corridor is a vital commerce connector to 10 states as far north as Michigan and as far south as Florida.

172,000 Vehicles/Day

Approximately 172,000 motor vehicles cross the Brent Spence Bridge daily.

