



Brent Spence Strategic Corridor Study FAQs

Q: Will the current Brent Spence Bridge be replaced?

A: No. The Brent Spence Bridge is structurally viable and will play an important role in supporting increasing traffic volume even after a new bridge is constructed. The existing bridge was designed to carry 80,000 vehicles per day, but is currently carrying twice that volume. The new bridge would be built next to the Brent Spence Bridge to accommodate the volume of cars crossing the river in the central city. Both bridges would be used to manage local traffic and I-71/I-75 traffic passing through the Greater Cincinnati area.

Q: Now that the study has confirmed the need for a new bridge, what happens next?

A: At this time, KYTC needs to identify adequate funding with our Ohio partners to complete the project. Once funding is identified, project development will continue. This includes updating the environmental document (which assesses the potential environmental impacts of this project), developing a detailed project design and engineering plan, acquiring the necessary right of way and relocating utilities within the project corridor.

Q: When will the new Brent Spence Bridge project begin?

A: Work could begin as soon as a funding plan is identified. Before beginning construction, many preliminary tasks need to be completed, which include updating the environmental document, preparing a detailed design and engineering plan, acquiring the necessary right of way, and relocating utilities within the project corridor. This process is expected to take approximately three years.

Q: How long will it take to get funding for the preliminary tasks?

A: This study did not evaluate funding options. Funding sources have yet to be determined.

Q: How long will construction of the Brent Spence project take?

A: Construction will take four to five years to complete. However, there are approximately three years of project development work to complete before construction can begin.

Q: Would construction of the Cincinnati Eastern Bypass postpone the need for a new bridge?

A: No. While the concept of an eastern bypass in Kentucky has been recommended for further study based on potential transportation and economic development benefits, such a route would not divert enough traffic from the I-71/75 corridor to postpone the need for a new bridge.

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Q: How much will the new bridge cost?

A: Approximately \$2.6 billion in future dollars (\$2.3 billion in current year dollars, assuming the bridge would open in 2024). This includes detailed design, property acquisition, utility relocation and construction. With the addition of improvements to the I-275 interchange, including widening I-71/75 from Turfway Road north to near Dixie Highway (where the Brent Spence project is proposed to end), the cost estimate rises to \$3 billion in year of expenditure dollars.

Q: How much would the Cincinnati Eastern Bypass cost?

A: The Cincinnati Eastern Bypass would cost about \$3.6 billion in current year dollars (about \$5.3 billion in year of expenditure dollars due to inflation during the more than 10 years it would take to complete the environmental, design, right-of-way, and utility phases before beginning construction). This assumes construction for the project would begin in 2029 and be open in 2032.

Q: Will the new bridge solve all the traffic problems in the I-71/75 corridor north of the I-71/75 split near Walton?

A: No. Improvements are also needed at the I-275 Interchange. This includes widening between Dixie Highway/US 25 (where the Brent Spence project is proposed to end) and Turfway Road/KY 1017. Travel demand models indicate that widening south of Turfway Road to the I-71/75 split will be needed between 2030 and 2040.

Q: Where will Kentucky get the funding for the new bridge?

A: KYTC will continue to work with partners in Ohio, Governor Matt Bevin and the Kentucky legislature to identify and secure potential funding sources.

Q: Will tolls be required to build the Brent Spence project?

A: This study focused on evaluating potential improvement options. The study did not evaluate any financing options for the Brent Spence project, including tolling.

Q: The study says that traffic at the bridges will function at a level of service D once proposed improvements are completed. Why is that acceptable?

A: Level of service is a measure of how well traffic flows on a roadway. And although the letters for different levels (A, B, C, D, E, F) resemble the performance structure we recognize from grade school, the meanings are not the same. Level of service D is considered acceptable in urban areas like this.

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