

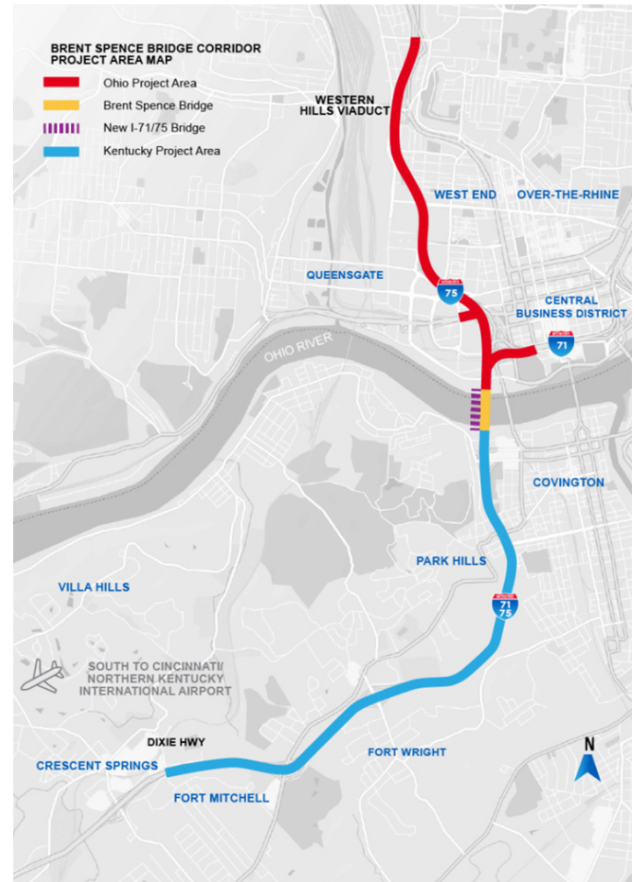


**APPENDIX J:
BRENT SPENCE BRIDGE
APPROACH CORRIDOR**

In the SWIPP, Segment 3I (Brent Spence Bridge (BSB) Approach Corridor) covers I-75 from I-275 to Ohio state line in northern Kentucky. This segment overlaps with a portion of the on-going full BSB improvement project, known as the Brent Spence Bridge Corridor Project (<https://brentspencebridgecorridor.com>). The project is a bi-state effort between Ohio and Kentucky, transforming an eight-mile portion of the I-71/75 interstate corridor between the two States. The current anticipated project cost is \$3.6 billion, which will be shared by Ohio (\$2 billion) and Kentucky (\$1.6 billion). On December 29, 2022, Ohio and Kentucky were awarded federal funding grants totaling \$1.635 billion from the Bipartisan Infrastructure & Jobs Investment Act, giving the green light to move toward construction.

The BSB Corridor project includes a number of features and enhancements that will improve travel and safety throughout the corridor, as well as provide benefits to local communities:

- The existing Brent Spence Bridge will be reduced from four lanes to three lanes and the shoulders will be re-established.
- Interstate and local traffic will be separated.
- The new companion structure will carry I-71/75 traffic. Local traffic will use the existing Brent Spence Bridge, which will greatly reduce traffic weaving on the approaches to the bridges. This will also improve access to the Covington and Cincinnati business districts.
- Cincinnati and western neighborhoods will be better connected with new or improved bike and pedestrian paths on local streets that cross I-71/I-75.
- Both states will address stormwater runoff from the highway as part of this project to reduce flooding and combined sewer overflow.
- Noise walls will be built in multiple locations to reduce sound levels throughout the corridor.
- The project will fund measures to offset impacts and add amenities in parks in Kentucky and Ohio.



In the SWIPP, the BSB Corridor Project was included in the 2045 existing and committed (E+C) network for Tier 2 analysis, according to available information from the project plan at that time. In Tier 2 scoping, the Project Team reviewed Segment 3I (BSB Approach Corridor) and recommended additional Transportation Systems Management and Operations (TSMO) strategies that could be potentially integrated in the BSB Corridor Project to improve traffic operations primarily for mobility, reliability, and safety. The potential TSMO strategies included:

- Ramp metering at all non-system interchanges – traffic responsive/centralized to improve safety and mobility.
- Queue warning and comparative travel time/incident management to improve safety, mobility and reliability along I-75 and intersecting routes throughout the corridor.