

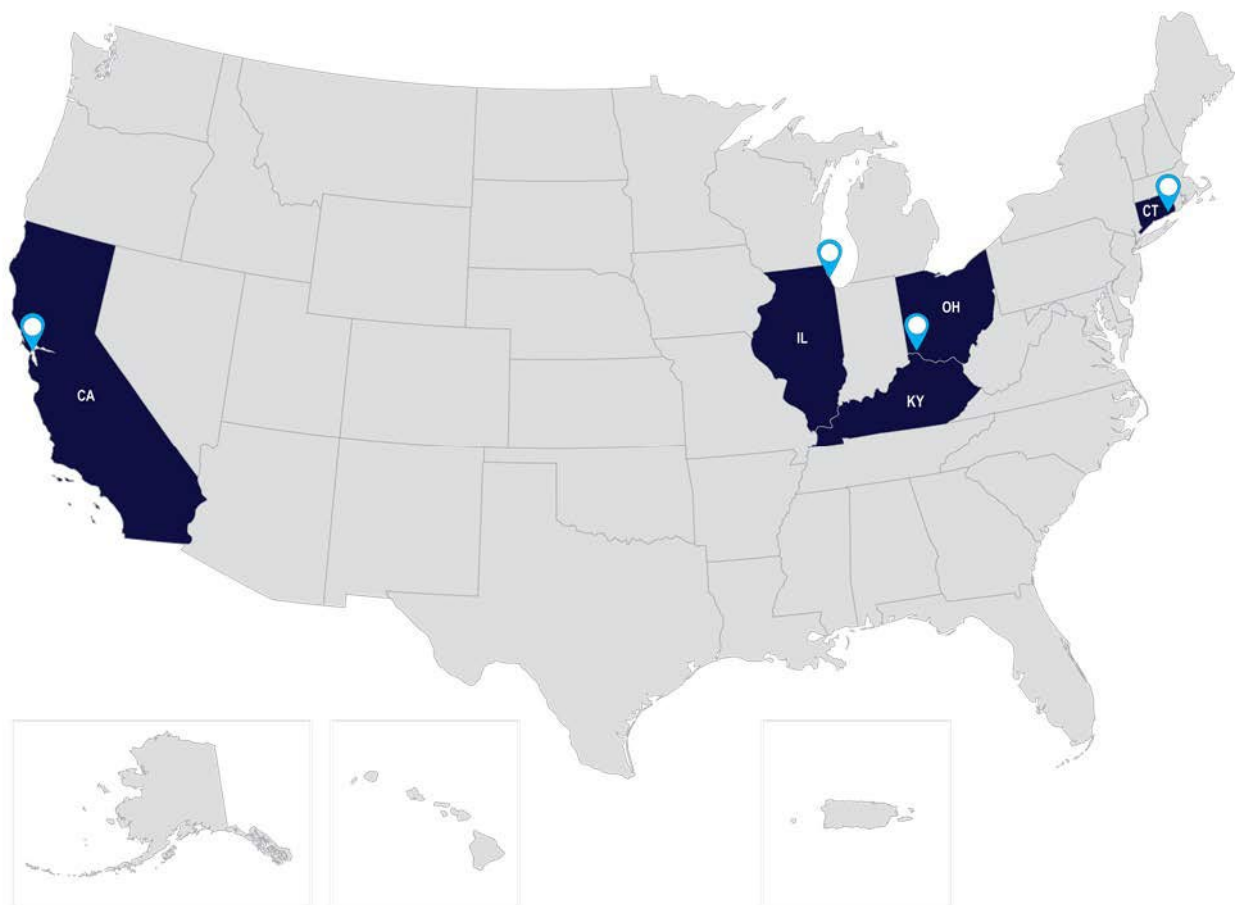


U.S. Department
of Transportation

**Federal Highway
Administration**

BRIDGE INVESTMENT PROGRAM (BIP)

BIP Large Bridge Grant Awards 2022



www.fhwa.dot.gov/bridge/bip



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BIP Large Bridge Project, Urban

Golden Gate Suspension Bridge Seismic Retrofit

San Francisco, California; 550,000 trucks annually (1,506 trucks per day);
114,400 vehicles per day

Grant Funding: \$400,000,000

Additional Federal Funding: \$304,700,000 (Federal formula funds)

Estimated Total Project Cost: \$906,400,000

Project Description

The project will replace, retrofit, and install critical structural elements on the Golden Gate Bridge to increase resiliency against earthquakes. The project connects the City of San Francisco with Marin County. The North and South approaches were retrofitted in 2013, leaving only the main suspension span to be retrofitted. The bridge is currently in fair condition, but without the retrofit the structural elements would continue to deteriorate resulting in a poor condition rating for the structure within 3 years. This bridge allows for movement of people and freight along the California coast and is a critical link for bicyclist and pedestrian traffic in the region.

Project Benefits

The Golden Gate Bridge provides the only direct connection between Marin County and the City of San Francisco. The project will improve the structure's ability to withstand a major seismic event, minimizing damage to the structure and facilitating quicker reopening of the bridge to traffic after a seismic event.

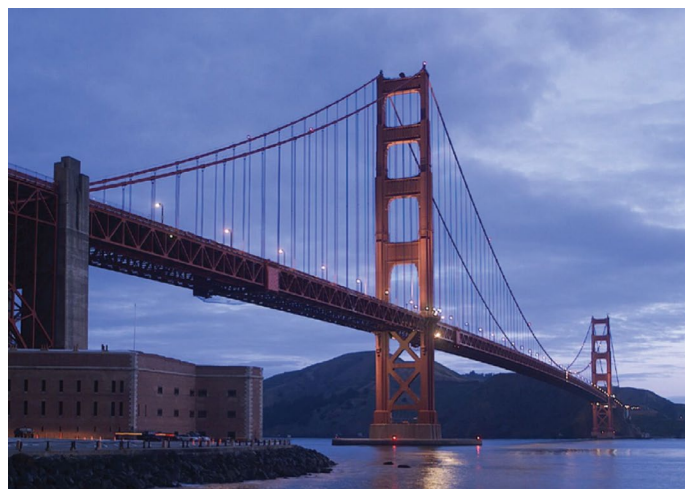


Photo Source: Golden Gate Bridge, Highway and Transportation District, California



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BIP Large Bridge Project, Urban

Gold Star Memorial Bridge Northbound Structure Rehabilitation

New London, Connecticut; 5 million tons/\$8.8 trillion in freight traffic; 42,600 vehicles per day

Grant Funding: \$158,150,000

Additional Federal Funding: \$126,500,000 (Federal formula funds)

Estimated Total Project Cost: \$327,400,000

Project Description

The project will rehabilitate the northbound structure of the Gold Star Memorial Bridge that carries I-95 over the Thames River between New London and Groton, Connecticut. The bridge is in poor condition because of the condition of the bridge's deck and superstructure components. The rehabilitation will provide structural repairs that will increase load capacity and eliminate an existing load restriction for overweight vehicles on the bridge. The project also will create a new multi-use path to foster bike-sharing and other transit opportunities between New London and Groton. This structure is part of the I-95 corridor and provides for the movement of goods and people. Approximately 5 million tons of freight traveled across the bridge in 2014.

Project Benefits

This project will increase the load capacity of the structure, eliminating a detour for overweight vehicles traveling from Connecticut to Rhode Island and further north. The new multi-use path, which will be added to the structure, will make bicycling and walking across the Thames possible, and provide an alternative to vehicular traffic between New London and Groton.



Photo Source: Connecticut Department of Transportation



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BIP Large Bridge Project, Urban

Illinois International Port – Calumet River Bridges

Chicago, Illinois; 3,000 trucks per day; 40,400 vehicles per day

Grant Funding: \$144,000,000

Additional Federal Funding: \$86,400,000 (Federal formula funds – Surface Transportation Block Grant Program)

Estimated Total Project Cost: \$302,000,000

Project Description

The project will rehabilitate four bascule bridges over the Calumet River on the south side of Chicago. The Calumet River connects Lake Michigan with the Lake Calumet Port District, which further connects to the Illinois River and eventually to the Gulf of Mexico. The bridges are in poor condition and one of the bridges is load-restricted. Trucks and other vehicles that exceed a specified weight may not travel across the bridge and have been detoured to other routes. The project will improve the bridges' condition and remove the load restriction for the one bridge so that truck traffic will no longer have to detour around it. Dedicated bike lanes will be added to the bridges and sidewalks will be improved.

Project Benefits

Rehabilitating these bridges will ensure that communities on either side of the river remain connected. The bridges will also allow barge and ship traffic to continue to traverse to the Illinois International Port and beyond. Increasing load capacity would remove the existing load restriction from one of the bridges and allow virtually any truck to use the bridge rather than detour to another route. Improving all four bridges will avoid structural deterioration that might have led to future load restrictions for the bridges. The dedicated bicycle lanes and improved sidewalks will provide connections within Chicago's cycling network, as well as make walking and bicycling safer and easier within the affected neighborhoods. Keeping the bridges open and functioning safely will ensure communities have access to businesses on the opposite side of the river.



Photo Source: City of Chicago, Illinois



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BIP Large Bridge Project, Urban

Brent Spence Bridge Corridor Project

Cincinnati, Ohio; \$2 billion in freight traffic; 160,000 vehicles per day

Grant Funding: \$1,385,000,000

Additional Federal Funding: \$617,000,000 (\$250,000,000 from Mega and \$367,000,000 from Federal formula funds)

Estimated Total Project Cost: \$2,961,200,000

Project Description

This project will rehabilitate and reconfigure the existing Brent Spence Bridge (BSB), which carries I-75 and I-71 traffic across the Ohio River at the Kentucky and Ohio border. It will construct a new, companion bridge immediately west of the existing BSB to accommodate interstate through-traffic on two bridge decks. It will also complete reconstruction of 8-mile interstate approach corridors in Ohio and Kentucky; the reconstruction included replacing 54 other bridges. The project will separate interstate through-traffic from local traffic, improving the operation of the corridor. Because a nearby bridge already provides bicycle and pedestrian access across the Ohio River, no bicycle and pedestrian access will be added as part of the river crossings. However, there will be improvements to bicycle and pedestrian pathways under and above I-75 at the various bridge locations.

Project Benefits

This project will improve the traffic flow for the region and contribute to more efficient movement of freight from Miami, Florida, to Canadian ports of entry. The additional improvements to pedestrian and bicycle networks will improve connections between communities bisected by the interstate.



Photo Source: Kentucky Transportation Cabinet, Kentucky and Ohio