



Good Afternoon

Over the past several months, the Ohio Department of Transportation and the Kentucky Transportation Cabinet have been in ongoing discussions related to the procurement of the Brent Spence Bridge Corridor Project. Given the current environment as it relates to project risk, inflationary trends, the need for ongoing engagement of the adjacent impacted communities and interested 3rd parties, the Brent Spence Management Team has made the decision to revise the procurement method from Value-Based Fixed-Price Design-Build (VBDB) to Progressive Design-Build (PDB).

Both ODOT and KYTC believe that this approach will lead to the successful delivery and construction of this Project. Progressive Design-Build will allow the Design-Build Team (DBT) and ODOT/KYTC to collaboratively consider and address major Project topics in a more open format which cannot be achieved with a Value-Based DB contracting method.

Progressive Design-Build uses a best-value selection to determine the preferred DBT, followed by a process whereby the owner and DBT “progresses” towards a design and a resultant contract price. The DBT is selected through a combination of technical qualifications and “competitive bidding elements” without necessarily a fixed firm price. The DBT collaborates with the owner to create/confirm the basis of design, overall project requirements, and final design intent. Project design decisions are based on cost, schedule, quality, operability, life cycle and other considerations; the DBT provides ongoing and transparent pricing estimates. An “owner contract off-ramp” is an option if commercial and pricing terms are not agreed.

The PDB procurement will consist of a single-step Request for Proposals (RFP) with interviews. The RFP will request qualifications, understanding, and approach components for the technical submittal. While there will not be a separate request for qualifications, the BSMT will create a “shortlist” of the most highly qualified proposers who’ve responded to the RFP; the BSMT will conduct interviews with those “shortlisted” proposers. Final selection will consider the RFP, interviews, and a competitive bidding element. Subsequently, final design and final construction costs will be developed with the selected DBT with the NEPA preferred alternative being the basis of the design efforts. Open-book pricing will be compared to an Independent Cost Estimator (ICE to be selected later) in a completely transparent process. Cost transparency will include full confidential disclosure of all the cost details with the BSMT.

The draft procurement schedule will be modified to the DRAFT milestones:

RFP Advertisement: 1/2/2023

Proposals Due: 2/27/2023

Shortlisting: 3/27/2023

Interviews: 4/17/2023

Apparent Best Value Score Announcement: 5/1/2023

Anticipated Contract Award: 5/30/2023

For additional information, please see the [Brent Spence Procurement website](#) for a more detailed schedule and the following link for more information: [Brent Spence PDB Graphic](#)

Please remember, this is only preliminary information and the BSMT will continue to entertain any comments or suggestions. Please email: BSBProcurement@dot.ohio.gov

The [Brent Spence Procurement website](#) will be updated as procurement information becomes available.

Thank you for your continued interest.