**THE OHIO DEPARTMENT OF TRANSPORTATION (ODOT) AND KENTUCKY TRANSPORTATION CABINET (KYTC) are announcing their intent to procure and award the brent spence corridor project. This is an informational sharing announcement.**

The State of Ohio and the Commonwealth of Kentucky, through their respective agencies of ODOT and KYTC, established a Bi-State Management Team (BSMT) with the authority to oversee the Project. ODOT will continue to be the lead contracting agency with respect to the BSMT’s efforts on the Project.

The Project will reconstruct approximately 5 miles of I-71/I-75 in Kentucky and 1 mile of I-75 in Ohio and will include construction of a new companion bridge over the Ohio River, just to the west of the existing Brent Spence Bridge.   The Project limits are from just south of the Dixie Highway Interchange in Kentucky to Linn Street in Ohio with the interstate widened by one additional lane in each direction throughout the corridor. This contract has an estimated value of $2.2 Billion.

The BSMT will be requesting non-binding Letters of Interest and will entertain One-on-one discussion with firm or teams likely to lead a Design-Build Team. The LOIs are likely to be posted late May 2022 with the one-on-one meetings, along with an Industry informational sharing forum, on or around June 7, 2022.

The Project will be delivered utilizing a traditionally funded Design-Build delivery.

The delivery is intended to be a “Best-Value” selection process will have two major steps.

1. A Request for Qualifications (RFQ) is anticipated to be issued in the October 2022. Responses to the RFQ will be evaluated to establish a shortlist of up to three of the most highly qualified Design Build teams.
2. Shortlisted teams will be invited to submit Proposals in response to a Final Request for Proposals (RFP), scheduled to be issued in January 2023.

The anticipated announcement of the best value proposal will be November 1, 2023.

During the one-on-one discussion, ODOT and KYTC will be entertaining suggestions on methods to properly control, contain, and manage risks associated with the Project. The BSMT intends to establish a Payment for Preliminary Responsive Design Concepts (Stipend) likely in the range of ¼% of estimated construction costs; $4.5-$5.5 Million per unsuccessful Shortlisted Offeror.

The BSMT is currently completing a NEPA Re-evaluation, relocating major utilities, acquiring key ROW parcels, initiating key permits, modifying legislative authority, and preparing a Financial Plan update establishing the construction revenue plan.

For general project information: <https://brentspencebridgecorridor.com/>

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