



WisDOT Design-Build Development Update

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WisDOT Alternative Contracting Engineers

WTBA C/E Conference

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Agenda

- Status update of design-build projects
- Program status
- Lessons learned and advantages



Pilot to Routine

- Statutory code revision is in progress for design-build
- Further developing program
- Providing more exposure to industry and WisDOT staff
- Learning from experience



WisDOT Design-Build Program Background

Design-Build – “an agreement that provides for design and construction of improvements by a contractor or private developer.” from 23 CFR Part 636

- Statute 84.062 Alternative Project Delivery
 - Legislation from 2019 and 2021 define our program



College Avenue (NER)

- Construction complete



Benefits – College Avenue

- Very fast construction time (limited closure)
- Reduced impact on local businesses and traffic
- Designer and Contractor worked together more easily – 3-way conversations with WisDOT project leader, designer and contractor saved time when problems came up
- Unanticipated utility conflicts were easier to deal with than under a traditional project
- Saved \$2-3 million and a year of delay by finding a way to not move the gas pipeline through the project



Lone Rock (SWR)



Benefits – Lone Rock

- New structures opened two years ahead of schedule
- Great communication between the designer and the contractor.
- The river board and community are complementary of the aesthetics and are satisfied customers
- Design-build allowed for flexibility during construction for field design changes of rock wall.
- Reduced forest wetland impacts with modifications to staging plans and access points.



Benefits – Lone Rock ATCs

- The alternative technical concept (ATC) process led to redesigned bridge piers that lowered the cost, reduced pier material, reduced impacts to sensitive wetlands and added aesthetic benefits.
- The alternative technical concepts (ATC) reduced the number of bridge spans which led to lower cost, less maintenance, shorter construction time, improved hydraulics, and reduced impacts to sensitive wetlands.
- The ATC for retaining walls changed the wall type that reduced the road closure time, shortened construction time, and added aesthetic

benefits.



The ATC for I-90/STH 100



Cranberry Interchange Schedule

- Request for Qualification (RFQ) publication date January 7, 2025
- Question submittal due date January 31, 2025
- Statement of Qualification due date February 19, 2025
- Shortlist Notification and RFP planned for early March
- Proposals Due June 24, 2025
- Main Construction 2026



Cranberry Interchange

- Low Bid Design-Build
- SOQ process is the same for low bid and best value design-build
- Proposal is reviewed as pass/fail & award is to a passing DB Team with the lowest proposal cost



Why Low Bid Design-Build?

- Most innovation anticipated with staging and traffic control
- Benefit of Contractor – Designer Partnership



US 51 – Marathon County

- US 51, Pavement Preservation and Bridge Deck Polymer Overlays, Marathon County, Fixed Price Variable Scope (FPVS)
- Project combines multiple work types into one contract to leverage integration and reduce traffic impacts



US 51 – Marathon County Schedule

- Request for Qualification released Mid-March 2025
- Questions due April 8
- Statement of Qualifications due April 25
- Anticipated shortlist and RFP release first week of May
- Anticipated proposal due date August 26



Why fixed price variable scope

- Fixed Price Variable Scope – maximum award price set in contract, award is to team with responsive proposal that provides the most scope of work



Rock and Crawfish River Structures



Crawfish and Rock River

- Request for qualification released early spring 2026
- Request for proposals late spring 2026
- DB Team selection anticipated fall 2026
- Construction could start late 2026 – continues through 2028 construction season



Crawfish – Best Value

- Back to “traditional” best value design build
- Proposals will be given a technical score which is factored to cost proposal for award



MNDOT Led Blatnik Bridge Replacement



Blatnik Schedule

- RFQ summer/fall 2025
- RFP Winter 25/26
- Award Summer 2026
- Major Construction start Spring 2027



DBE Open-Ended Performance Plan (OEPP)

- Modified DBE commitment plan – now required on DB projects
 - List work types planned for EDDBE work at proposal time
 - Narrative including
 - What work will DBEs do
 - Timeframe of when DBE work will be done
 - Description of how appropriate DBE firms will be located/recruited
 - **Must** show the proposer meeting the established DBE project goal – no GFE at proposal



DBE Open-Ended Performance Plan (OEPP)

- OEPP must be updated by design-builder throughout the project
- Work with department to make updates – no surprises at the end
- Good faith effort (GFE) will not be accepted until no sub-contractable opportunities remain on the project
- Once a commitment is submitted to WisDOT, same rules apply as on DBB project
- OEPP only allowed for use on design-build projects



WisDOT/WDNR MOU

- Joint effort between WisDOT and WDNR
- Coordination will follow one of two paths
 - Final concurrence letter before RFP
 - DNR reviews Book 2 draft language and final concurrence issued after DB team completes further design
- Goal – Coordination is planned to reduce scheduling risk
- MOU posted on website



WisDOT/WDNR MOU

- Establishes coordination process for design-build projects while compiling with the cooperative agreement.
- WisDOT retains responsibility for coordination with DNR throughout the project.
- Process follows DB process from scoping to construction
- Provides turnaround times for coordination



Why use Design Build?

- Provides condensed timeframe because design and construction overlap
- Efficiencies in design and construction because designer and contractor are a TEAM
- Opportunity for innovation - get contractor's input early in the process



Discussion or Questions

Thank you!

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