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☞ Details: Department of Transportation follow-up

(FORM UPDATED: 08/11/2010)

## WISCONSIN STATE LEGISLATURE ... PUBLIC HEARING - COMMITTEE RECORDS

### 2005-06

(session year)

### Joint

(Assembly, Senate or Joint)

### Committee on Audit...

#### COMMITTEE NOTICES ...

- Committee Reports ... **CR**
- Executive Sessions ... **ES**
- Public Hearings ... **PH**

#### INFORMATION COLLECTED BY COMMITTEE FOR AND AGAINST PROPOSAL

- Appointments ... **Appt** (w/Record of Comm. Proceedings)
- Clearinghouse Rules ... **CRule** (w/Record of Comm. Proceedings)
- Hearing Records ... bills and resolutions (w/Record of Comm. Proceedings)
  - (**ab** = Assembly Bill)                      (**ar** = Assembly Resolution)                      (**ajr** = Assembly Joint Resolution)
  - (**sb** = Senate Bill)                              (**sr** = Senate Resolution)                              (**sjr** = Senate Joint Resolution)
- Miscellaneous ... **Misc**

\* Contents organized for archiving by: Stefanie Rose (LRB) (October 2012)

## Matthews, Pam

---

**From:** Boardman, Kristina  
**Sent:** Tuesday, January 25, 2005 2:23 PM  
**To:** Matthews, Pam  
**Subject:** LAB

Pam:

We had a constituent contact us requesting an audit be conducted of WisDOT - specifically in regards to the use of private contractors vs. public employees.

I know that Black and Berceau did a letter on this topic today as well (more general in scope than just WisDOT).

Are there any plans for such an audit?

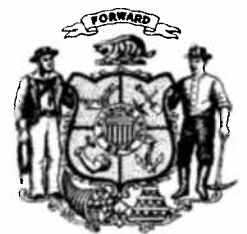
Also, does the committee plan to meet in the near future to hear back from WisDOT on surplus land disposal processes?

Thanks Pam. Yes - I am lazy and didn't walk down the hall.

*Kristina Boardman, Committee Clerk  
Wisconsin State Assembly Transportation Committee  
Representative Ainsworth's Office  
608.266.3097- phone  
608.282.3603 - fax  
kristina.boardman@legis.state.wi.us*



WISCONSIN STATE LEGISLATURE



## Matthews, Pam

---

**From:** Handrick, Diane  
**Sent:** Monday, January 31, 2005 9:56 AM  
**To:** Matthews, Pam  
**Subject:** FW: Please Conduct a Legislative Audit of WisDOT

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

-----Original Message-----

**From:** Robert Cluka [mailto:rcluka@aol.com]  
**Sent:** Monday, January 31, 2005 9:50 AM  
**To:** Rep.Jeskewitz  
**Subject:** Please Conduct a Legislative Audit of WisDOT

Robert Cluka  
3369 Maple Drive  
Hubertus, WI 53033-9674

January 31, 2005

The Honorable Suzanne Jeskewitz  
Wisconsin Assembly  
PO Box 8952  
Madison, WI 53708-8952

Dear Representative Jeskewitz:

I am writing you to seek your support in asking the Legislative Audit Bureau to conduct an audit of the Wisconsin Department of Transportation and its out-of-control use of private contractors to replace less costly public employees.

I am confident that you have observed the many news stories related to WisDOT's high-cost contracts and its stonewalling of requests for public documents. Recently, the department released a cost analysis of state employees vs. engineering consultants for the state's highway program. The analysis shows an 18% savings and is considered a conservative estimate of the true costs.

The report, drafted on April 20th, 2004, was kept secret from officials of the Wisconsin State Employees Union, who met with WisDOT Secretary Frank Busalacchi and his staff on July 6th, 2004. This meeting was to discuss the wasteful practice of outsourcing, exactly the topic of the department's report. Secretary Busalacchi advised the Union that he needed more time to convince Governor Doyle that the reduction of state employees in WisDOT was resulting in increased outsourcing, and that this was not the best practice.

In late October 2004, WisDOT released their April 20th report along with a flawed Department of Administration report that appeared to be manufactured to contradict the WisDOT's conservative analysis. The DOA report contains misleading data that double charges state employees for the cost of their benefit package, underreports the average wage of a consultant engineer by 30% to 40%, and fails to report the sizeable costs of department support of consultant services. The Wisconsin State Employees Union has had several WisDOT management team members repeatedly point out to the Union the flaws contained in the DOA report.

I am respectfully requesting that you join in efforts to ask the Audit Bureau to conduct a thorough review of outsourcing of WisDOT services. I am confident that such an audit would show the true costs of the wasteful practice of massive outsourcing. People want a smaller government when it can be shown that it saves them money. If people knew that they were paying more in tax dollars to outsource public services rather than having state employees performing the work, they would be outraged!

For too long WisDOT has been allowed to outsource their services without scrutiny or accountability. WisDOT fully knows that state employees perform more efficiently and effectively than private contractors. WisDOT has allowed the "consultant industry" to dictate policy and has lost track of what should be their first concern, the state's taxpayers. I strongly believe that WisDOT has lost the ability to put the taxpayers concerns and needs before the demands of the consultant industry.

The road sign inventory scandal in the Division of Infrastructure Development that paid HNTB Corp. over \$160,000 to oversee WisDOT's sign inventory is the poster child of waste in the WisDOT. By WisDOT's own numbers it, would have cost only \$51,700 if they had used state employees. Under severe pressure the WisDOT canceled the contract with HNTB.

WisDOT has demonstrated that they have an integrity issue and as such I believe their responses to allegations of wasteful spending through the outsourcing of services can no longer be trusted. Therefore, I conclude with once again urging you to join in efforts to ask the Legislative Audit Bureau to conduct a thorough review of outsourcing of WisDOT services.

I ask that you please respond to me in writing expressing your views about WisDOT outsourcing and your position on requesting a Legislative Audit Bureau examination of the issue.

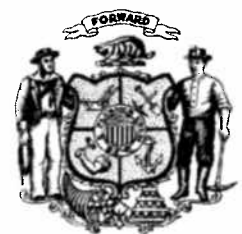
Thank you for your time and consideration of my request.

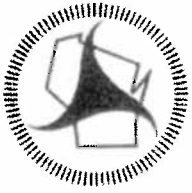
Sincerely,

Robert Cluka



# WISCONSIN STATE LEGISLATURE





## Wisconsin Department of Transportation

[www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

Jim Doyle  
Governor

Frank J. Busalacchi  
Secretary

Office of the Secretary  
4802 Sheboygan Ave., Rm. 120B  
P.O. Box 7910  
Madison, WI 53707-7910

Telephone: 608-266-1113  
FAX: 608-266-9912  
E-Mail: [sec.exec@dot.state.wi.us](mailto:sec.exec@dot.state.wi.us)

February 1, 2005

Dear Members of the Transportation Projects Commission:

The purpose of this letter is to provide to you the first Major Project financial status report. The report is a requirement included in 2003 Wisconsin Act 217, on which the department worked cooperatively with the Co-chairs of the Joint Committee on Audit to better monitor the Majors program project cost estimates. The Department will update the report every six months.

This initial report establishes a baseline of financial data on the 27 active major highway improvement projects the Legislature has enumerated or added to the list for construction. This initial baseline report reveals that over the approximately 15-year time period covered, the current estimated cost for design services, real estate, construction and other related expenses for the 27 enumerated projects is \$3.31 billion. That is \$1.36 billion more than the original estimated cost of the projects at the time they were recommended to the TPC for enumeration.

You will see from reviewing the report that of the estimated \$1.36 billion increase, some \$573 million or 42% can be attributed to inflation alone over the 15-year time span covered in this report. Other factors affecting the cost increases include:

- Real estate costs (\$207 million or 15%)
- Construction labor and materials (\$216 million or 16%)
- Design costs (\$212 million or 15%)

I can assure you that the Department takes its responsibility to be good stewards of transportation funding very seriously. Our agency is already taking several steps to help monitor and control project costs and develop more accurate initial project cost estimates. These steps include:

- A more detailed and standardized protocol that is being developed to generate firmer project cost estimates.
- A Change Management System for all Majors projects similar to what I have already successfully implemented on the Marquette Interchange project. This system calls for regular review and scrutiny of individual major highway projects to help control project cost increases as the process moves forward.
- Future Majors projects will be recommended for enumeration when the project is farther along in the design process, allowing for more accurate cost estimates.

Since this is the first report, the cost to complete each of the 27 enumerated projects is compared to the initial estimate. Future reports will compare cost changes for the six-month period between reports. This information will also be posted on the Department's website at [www.dot.wisconsin.gov/projects/state/sixyear/major.htm](http://www.dot.wisconsin.gov/projects/state/sixyear/major.htm)

Transportation Projects Commission  
February 1, 2005  
Page 2 of 2

If you have any questions about the structure of the report or the information provided in the report, please feel free to contact Bob St. Clair, Director, WisDOT Bureau of State Highway Programs at (608) 266-9495.

Sincerely,



Frank J. Busalacchi  
Secretary

Enclosures

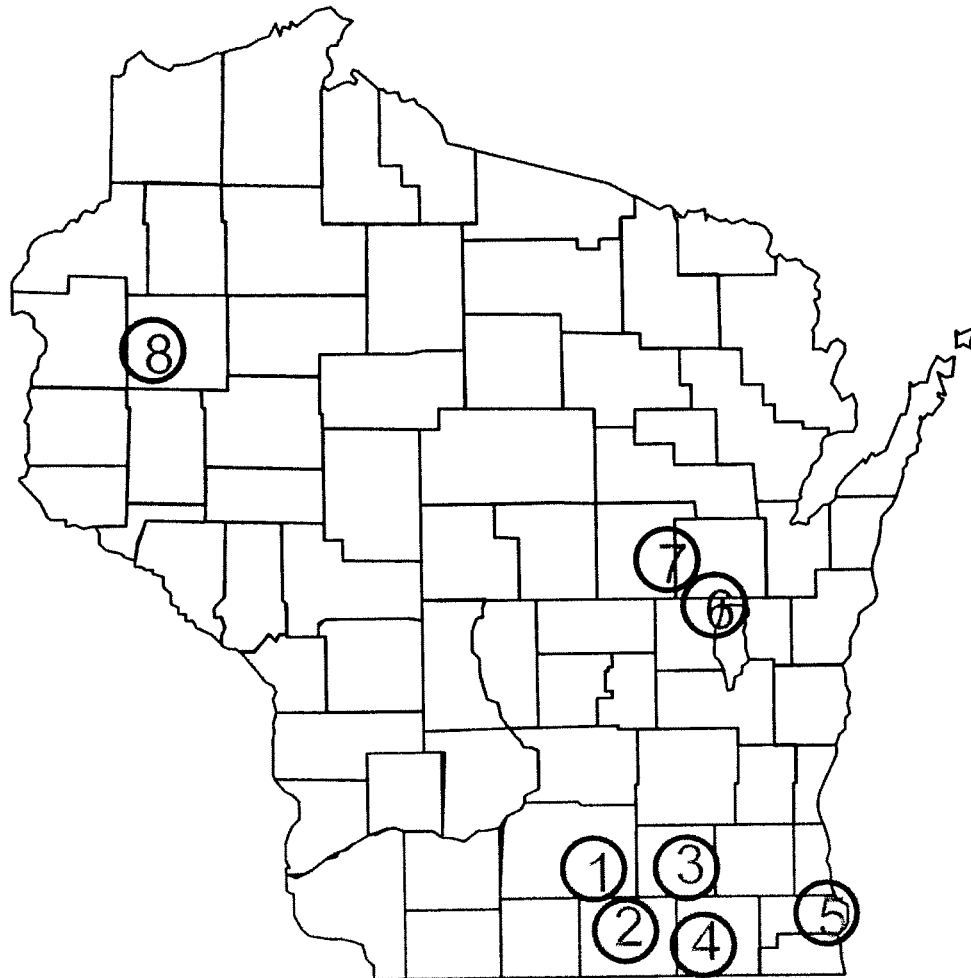


**Wisconsin Department of Transportation**

**February 2005**

**Report To The Transportation Projects Commission**

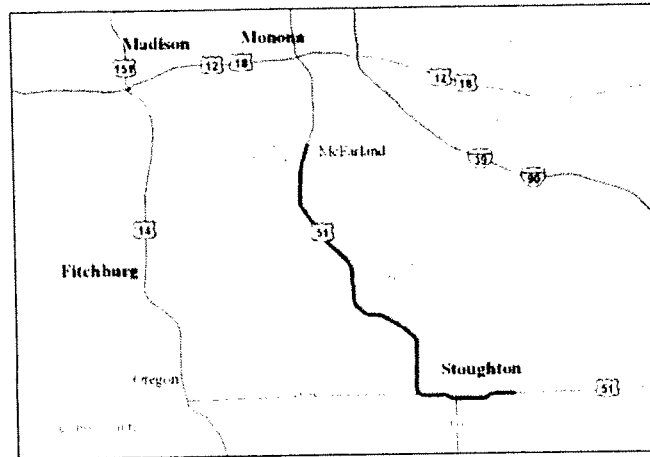
**Status of Major Highway Study Projects**



1. *US 51*
2. *I-39*
3. *US 12*
4. *US 14 / WIS 11*
5. *WIS 38*
6. *US 10 / WIS 441*
7. *WIS 15 / Old US 45*
8. *US 8*

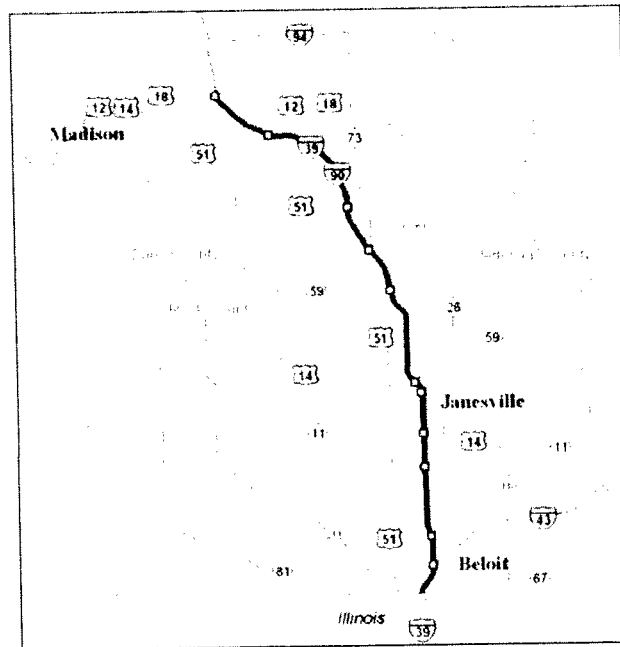
1. *Stoughton – McFarland*
2. *US 12 – Illinois*
3. *Fort Atkinson Bypass*
4. *Janesville – I-43*
5. *Oakwood Road – County K*
6. *County CB – Oneida Street*
7. *WIS 76 – New London*
8. *WIS 35 North – US 53*

## US 51 Stoughton - McFarland



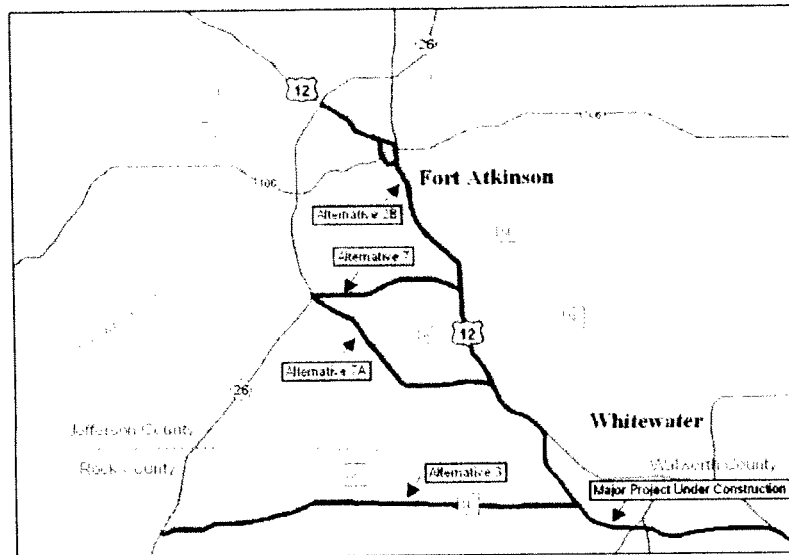
- Length: 14 miles in Dane County
- Existing AADT: (Annual average daily traffic) 10,300 (rural) - 15,400 (urban) vehicles per day
- Need for study: Provide increased capacity for existing and future traffic demand and improve safety to reduce crash rates.
- Possible concept: Expand US 51 from the existing two-lanes to four lanes.
- Study status: Needs assessment phase complete. Formal EIS process underway.
- Percent of study completed: 25%
- Estimated study completion date: October 2006

I-39/90 US 12 - Illinois



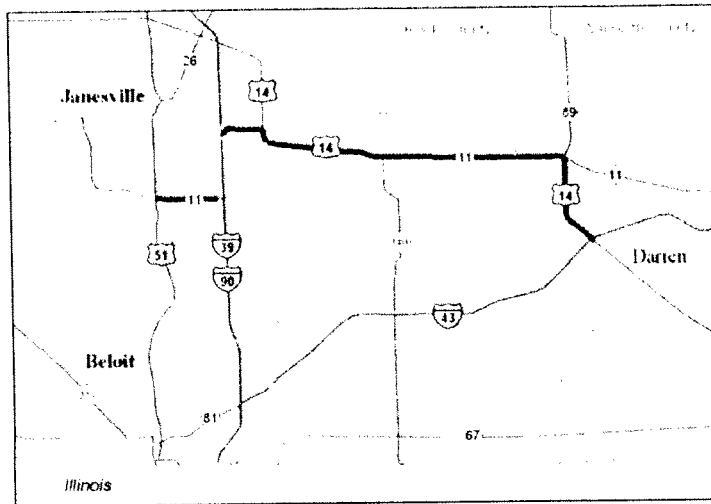
- Length: 45 miles in Rock and Dane counties
- Existing AADT: (Annual average daily traffic) 47,100 - 68,200 vehicles per day
- Need for study: Expanding the existing roadway capacity will accommodate the increasing volumes of traffic on I-39.
- Possible concept: Provide for capacity expansion by adding a third lane in each direction. The existing interchanges will be upgraded where needed. The existing structures will be widened, extended, or replaced as needed. Bridges with substandard vertical clearance will be raised to present standards. Additional non-interchange highway crossings will be studied.
- Study status: Percent of study completed: 75%
- Estimated study completion date: November 2005
- Currently refining alternatives. Second public information meeting is anticipated between March-April 2005.
- Waiting for Value Planning Study final report for recommendations and costs. Report completion is expected in February 2005.

## US 12 Fort Atkinson Bypass



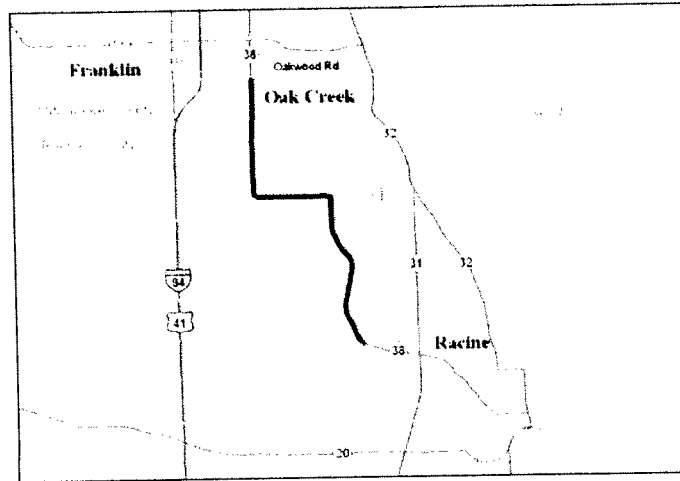
- Length:** 5.5 miles in Jefferson County
- Existing AADT:** (Annual average daily traffic) 6,900 (rural) - 15,500 (urban) vehicles per day
- Need for study:** Find ways to ensure US 12 remains a safe and effective regional corridor meeting regional travel and shipping needs while continuing to support the existing and future transportation needs of the Fort Atkinson and Koshkonong communities.
- Possible concept:** Solutions to the needs identified in the study will include upgrading US 12 and possible bypasses.
- Study status:** Draft EIS to be released by May 2005.
- Percent of study completed: 75%
- Estimated completion date for Final EIS: December 2005
- Anticipated Record of Decision: June 2006

## US 14/WIS 11 Janesville - I-43



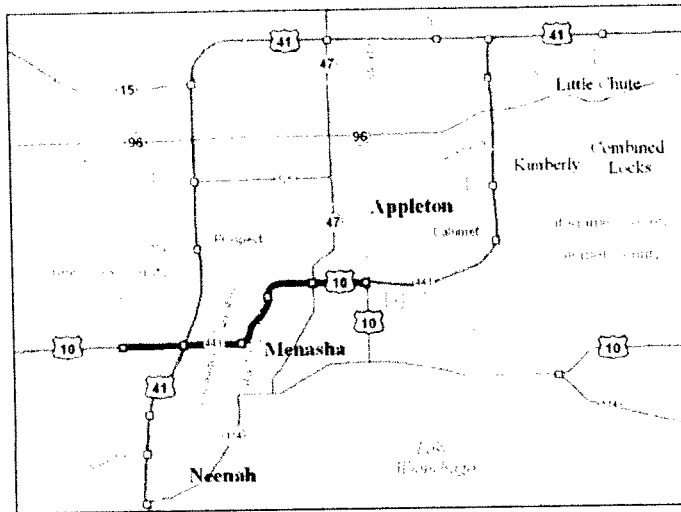
- Length:** 15 miles in Rock and Walworth counties
- Existing AADT:** (Annual average daily traffic) 7,700 - 10,100 vehicles per day
- Need for study:** Expansion to four lanes will be necessary to accommodate the increasing traffic volumes on US 14/WIS 11.
- Possible concept:** Expand the existing two-lane facility to four lanes. Provide for a freeway design in the I-39/90 and I-43 areas.
- Study status:** Finishing the Needs Assessment Phase. Generating alternatives.
- Percent of study completed: 43%
- Estimated study completion date: Spring 2007

WIS 38 Oakwood Road - County K



- Length: Nine miles in Racine and Milwaukee counties
- Existing AADT: (Annual average daily traffic) 5,400 - 10,300 vehicles per day
- Need for study: This section is identified as a future congestion problem. Improvement of this facility is a substitute for the Lake Arterial Extension concept that has been removed from the RTP. Current crash rates on this segment of highway are nearly double the state average. Other problems include narrow lanes and shoulders, hills and curves including two right angle curves at County H and G that limit sight distance and severely reduce design speed.
- Possible concept: Provide additional lanes where capacity expansion is warranted. Provide improved access control and remove or restrict all parking on this route.
- Study status: Percent of study completed: 15%  
Estimated study completion date: Dec 2005

US 10/WIS 441 County CB - Oneida Street

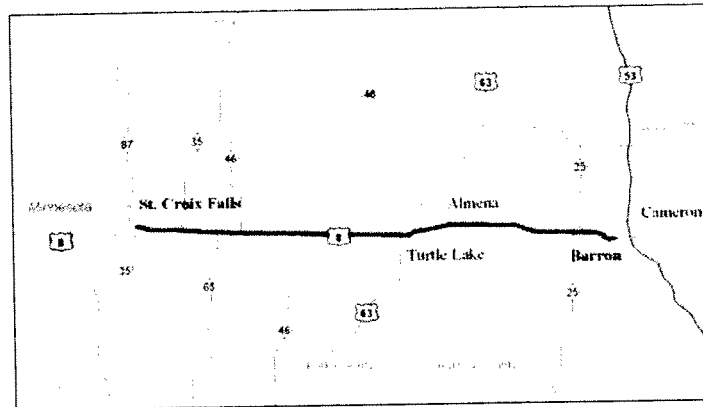


- Length:** Five miles
- Existing AADT:** (Annual average daily traffic) 49,000 - 60,300 vehicles per day
- Need for study:** The existing Little Lake Butte Des Morts (LLBDM) crossing and interchanges on both sides have operational deficiencies. The entire study area along US 10/WIS 441 requires capacity expansion to enhance operational efficiency and safety and to improve regional economic development.
- Possible concept:** Expand the existing US 10/WIS 441 between County CB and Oneida Street from four to six lanes. This includes upgrading the US 41 interchange to a free-flow interchange, construction of a new bridge across LLBDM, and upgrading other interchanges along the corridor.
- Study status:** Percent of study completed: 100%
- Federal Highways Administration signed Finding of No Significant Impact (FONSI) on 11/17/2004





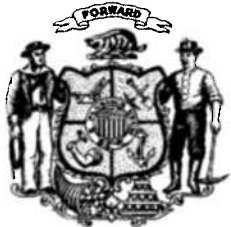
US 8 WIS 35 North - US 53



- Length: 40 miles in Polk and Barron counties
- Existing AADT: (Annual average daily traffic) 6,400 – 14,800 (rural) 11,600 – 16,100 (urban) vehicles per day
- Need for study: Regional population growth and increased traffic volumes are generating concerns in several communities along the route. Approximately 50% of the project length will have 2030 volumes exceeding 12,000 AADT. There is a need to identify and preserve a future four-lane corridor in order to make sound current and future highway improvement decisions.
- Possible concept: Identify the future corridor in enough detail to preserve the right-of-way. Phase construction improvements over several decades beginning with the completion of passing lanes on the existing facility, possible two-lane bypasses on four-lane right-of-way. Eventually build a four-lane facility with interchanges as project segments warrant.
- Study status: Percent of study completed: 80%
- Estimated Draft EIS public comment: April 2005
- Estimated study completion date: November 2005



# WISCONSIN STATE LEGISLATURE



## Matthews, Pam

---

**From:** Matthews, Pam  
**Sent:** Tuesday, February 07, 2006 8:33 AM  
**To:** Matthews, Pam  
**Subject:** FW: Major Projects Financial Status Report

**Attachments:** tpc-status.pdf



tpc-status.pdf (574  
KB)

-----Original Message-----

**From:** Busalacchi, Frank  
**Sent:** Monday, February 06, 2006 4:30 PM  
**To:** Sen.Breske; Sen.Kedzie; Sen.Lasee; Sen.Leibham; Sen.Robson; Rep.Ainsworth;  
Rep.Montgomery; Rep.Vruwink; Rep.Gottlieb; Sen.Roessler; Rep.Jeskewitz;  
'Isobczak@eastmore.com'; 'Imeyerhofer@atcllc.com'; 'mryan@wilaborers.org'  
**Subject:** Major Projects Financial Status Report

Dear Members of the Transportation Projects Commission:

I am pleased to provide you with the February 2006 Major Projects financial status report. Review of the report shows a net program cost increase of only 0.1% since the last report in August 2005. The results of this report are indicative of the Department's ongoing commitment to delivering Major Highway projects in a cost-effective and responsible manner.

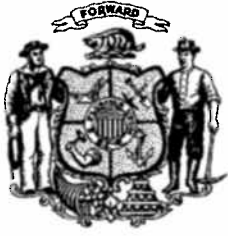
Cost category estimates (design, real estate, construction) for 22 of the 27 enumerated projects remain unchanged from the August 2005 report. Four projects had minor cost category estimate increases, but the Department's Change Management procedures required that these increases be offset by decreases in other categories so that the total project cost estimate remains unchanged. Only one project - USH 41 (Oconto to Peshtigo) -- had an increase in estimated total cost; this was due to a \$3.2 million increase in the estimated cost of real estate required for the project.

Cost estimates for seven of the eight environmental study projects have remained unchanged since the last report. However, a requirement to have an Environmental Impact Statement (EIS) prepared rather than an Environmental Assessment (EA) has resulted in a \$500,000 estimate increase for the US 51 (Stoughton to McFarland) study.

If you have any questions about the contents or structure of this report, please feel free to contact Joe Nestler, WisDOT Chief of State Highway Program Development at (608) 264-7263.

<<tpc-status.pdf>>

Frank J. Busalacchi  
Secretary

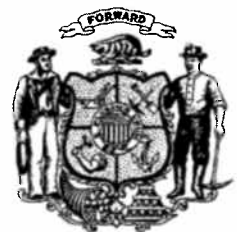


**The following document was too large to scan into the committee record. The cover and table of contents, if available, have been scanned for your convenience.**

**Most large publications have been added to the Theoblod Legislative Library's collections. Search LRBCat (<http://lrbcate.legis.wisconsin.gov/>) for availability.**

**For further assistance, contact the reference desk at (608) 266-0341 or [lrb.reference@legis.wisconsin.gov](mailto:lrb.reference@legis.wisconsin.gov).**

State of Wisconsin - Legislative Reference Bureau  
1 East Main Street, Suite 200  
Madison, WI 53703





*Wisconsin Department of Transportation*

*Report To The Transportation Projects Commission*

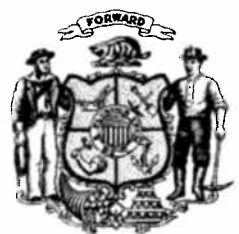
*On*

*Status of Major Highway Projects*

*February 2006*



# WISCONSIN STATE LEGISLATURE

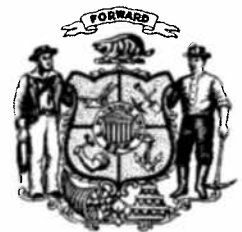


Send copy  
to Ainsworth?

<b>Majors Real Estate Report - Feb 05</b>		
<b>Real Estate Acres &amp; RE Cost to Date</b>		
<b>Master Group Description</b>	<b>Acres acquired to date</b>	<b>Total RE Costs to date</b>
SAUK CITY - MIDDLETON	664.8	\$34.4M
LAKE DELTON - SAUK CITY	20.5	\$4.8M
JANESVILLE - WATERTOWN	194.3	\$3.7M
BELOIT BYPASS	0.0	\$0.0M
DICKEYVILLE-BELMONT	771.5	\$12.3M
BURLINGTON BYPASS	658.4	\$5.1M
WHITEWATER BYPASS	536.0	\$7.2M
OCONOMOWOC BYPASS	520.3	\$11.7M
WAUPUN - FOND DU LAC	647.5	\$11.8M
FOND DU LAC BYPASS	315.5	\$5.6M
STH 67 - USH 41	0.0	\$0.0M
OCONTO - PESHTIGO	0.0	\$0.0M
STH 26 - BREEZEWOOD LANE	0.0	\$0.0M
DEPERE - SUAMICO	0.0	\$0.0M
STH 22 - STH 64	895.2	\$7.3M
MARSHFIELD - STEVENS POINT	156.3	\$0.9M
I39/USH 51 WAUSAU CORRIDOR	115.7	\$13.8M
VIROQUA-WESTBY	0.0	\$0.0M
PRAIRIE DU CHIEN-STH 60	0.0	\$0.2M
LA CROSSE CORRIDOR	0.0	\$0.0M
<p>The following projects have some parcels where acquisitions were completed prior to the installation of our Real Estate Automated Data System (circa 1999). Acreage information for those closed project parcels is no longer available. Therefore, the total acres acquired-to-date does not include sufficient information to allow an accurate comparison of acreage vs. cost expended to date.</p>		
STH 110 - USH 45	1093.7	\$9.1M
DYCKESVILLE - STURGEON BAY	752.4	\$9.5M
USH 41 - STH 116	355.8	\$7.8M
STEVENS POINT - WAUPACA	621.2	\$10.1M
IH 94 - CHIPPEWA FALLS	no data	\$14.5M
EAU CLAIRE BYPASS	570.3	\$20.2M
HOULTON - NEW RICHMOND	607.7	\$18.1M



# WISCONSIN STATE LEGISLATURE







## Wisconsin Department of Transportation

[www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

Jim Doyle  
Governor

Frank J. Busalacchi  
Secretary

Office of the Secretary  
4802 Sheboygan Ave., Rm. 120B  
P O Box 7910  
Madison, WI 53707-7910

Telephone: 608-266-1113  
FAX: 608-266-9912  
E-mail: [sec.exec@dot.state.wi.us](mailto:sec.exec@dot.state.wi.us)

August 1, 2005

Dear Members of the Transportation Projects Commission:

I am pleased to provide you with the August 2005 Major Projects' financial status report as required by 2003 Wisconsin Act 217. I am pleased to report that a review will show no net cost increases in the program since the last report in February of this year.

Cost category estimates (design, real estate, construction) for 22 of the 27 enumerated projects remain unchanged from the February 2005 report. The remaining five projects had cost category estimate increases, but the Department's Change Management procedures required that these increases be offset by decreases in other categories so that the total project cost estimate remains unchanged. Cost estimates for the eight study projects have also remained unchanged since the last report.

The results of this report are indicative of the Department's commitment to delivering Major Highway projects in a cost-effective and responsible manner. The Department's Major Highway Programming Committee continues to meet on a regular basis to review the status of each major project, while implementing its Change Management system to ensure quality and control costs. The Department will continue to scrutinize all potential future cost increases on the basis of necessity, accuracy, and our overall goal of enhancing public safety.

If you have any questions about the contents or structure of this report, please feel free to contact Joe Nestler, WisDOT Chief of State Highway Program Development at (608) 264-7263.

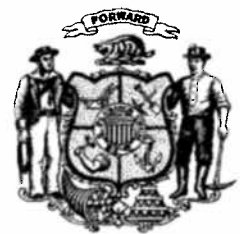
Sincerely,

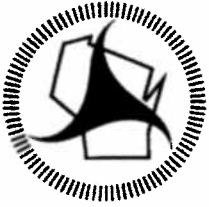
A handwritten signature in cursive script that reads "Frank J. Busalacchi".

Frank J. Busalacchi,  
Secretary



# WISCONSIN STATE LEGISLATURE





## Wisconsin Department of Transportation

www.dot.wisconsin.gov

Jim Doyle  
Governor

Frank J. Busalacchi  
Secretary

Office of the Secretary  
4802 Sheboygan Avenue, Room 120B  
P O Box 7910  
Madison, WI 53707-7910

August 15, 2005

The Honorable Suzanne Jeskewitz  
Co-Chair Audit Committee  
Member Wisconsin State Assembly  
314 North, State Capitol  
Madison, WI 53708

Telephone: 608-266-1113  
FAX: 608-266-9912  
E-mail: sec.exec@dot.state.wi.us

Dear Representative Jeskewitz:

Enclosed is your copy of the latest Marquette Interchange Legislative Report. As you read through the report, you will find that we continue to build the project safely, on-time, on budget, and with the whole community.

### **BUILD IT SAFELY**

Through the first year of major construction, we have been fortunate not to have any major injuries on either the project or in traffic traveling through the work zones. Our Owner Controlled Insurance Program (OCIP) has played a key factor in eliminating potentially dangerous situations for workers on the project. Public information components such as the project's Web site ([www.mchange.org](http://www.mchange.org)), updated Get Around Guides, the project hotline and strong media relations have provided reliable and timely information for commuters, tourists and commerce. The Web site has recorded over 27 million hits since last October. Enhanced speed enforcement from the Milwaukee County Sheriff's office and 24/7 staffing of the department's Traffic Operations Center have been important to keeping the interchange safe.

### **BUILD IT ON-TIME**

The project's North Leg and West Leg have continued on schedule. The Clybourn Street Project was completed on time last December. The Core and South Leg contracts will be let on August 23<sup>rd</sup>.

### **BUILD IT ON BUDGET**

Cost tracking for the project has been a very critical component of keeping costs in line to fulfill the commitment to rebuild the interchange for \$810 Million. The Clybourn Street Project was completed on-budget, the North and West Leg projects were bid within the engineers' estimates and continue to track on budget.

### **BUILD IT WITH THE WHOLE COMMUNITY**

Disadvantaged Business Enterprise (DBE) goals are being met and in some cases surpassed on the project. Additionally, an overwhelming majority of the DBE firms working on the project are from Wisconsin.

While the project is off to a great start, we remain vigilant in our efforts to achieve the goals of completing the project safely, on-time, on-budget and with the whole community. Our early success is a sign that we have the procedures in place to confront any future challenges that may arise. I urge you to contact my office should you need additional information about the project.

Sincerely,

A handwritten signature in cursive script that reads "Frank J. Busalacchi".

Frank J. Busalacchi  
Secretary

# Marquette Interchange Legislative Report

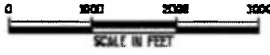
**June 30, 2005**



**MARQUETTE INTERCHANGE**

*Building Wisconsin's Future*

Note: This reflects construction only.  
Paid To-Date values include retainage.



**North Leg**  
Current Contract Value - \$103,072,291  
Paid To-Date (Est. #18) - \$34,196,763  
Percent Paid - 33.2%  
Percent Time Elapsed - 34.9%

**Core**  
Current Contract Estimate - \$300,000,000  
Paid To-Date - \$0-  
Percent Paid - 0%  
Percent Time Elapsed - 0%

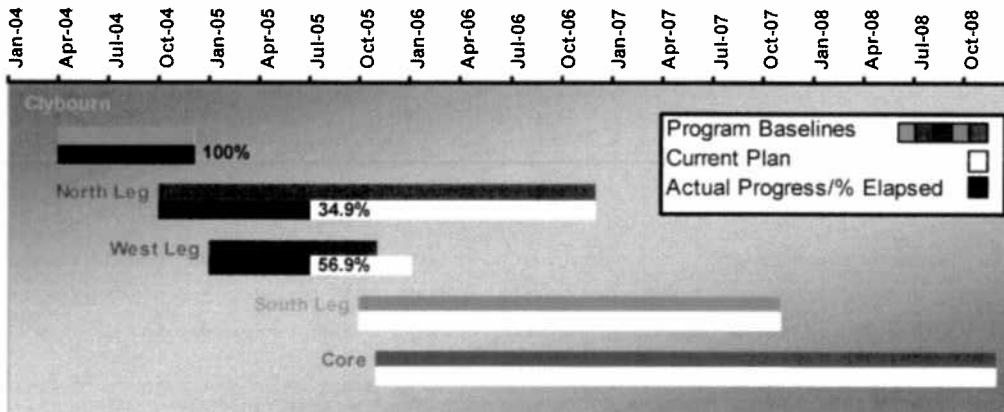
**Clybourn**  
Current Contract Value - \$9,127,448  
Paid To-Date (Est. #25) - \$9,060,282  
Percent Paid - 99.3%  
Percent Time Elapsed - 100%

Milwaukee

**West Leg**  
Current Contract Value - \$31,069,246  
Paid To-Date (Est. #18) - \$13,392,629  
Percent Paid - 44.5%  
Percent Time Elapsed - 56.9%

**South Leg**  
Current Contract Estimate - \$42,000,000  
Paid To-Date - \$0-  
Percent Paid - 0%  
Percent Time Elapsed - 0%

**CONSTRUCTION PROGRAM PROGRESS**

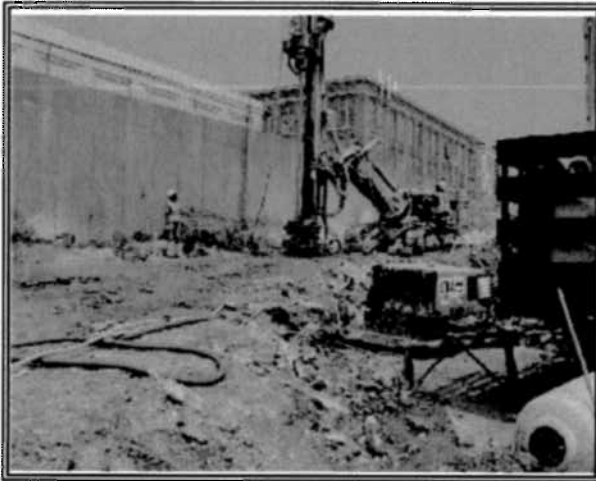


### PROGRAM SUMMARY

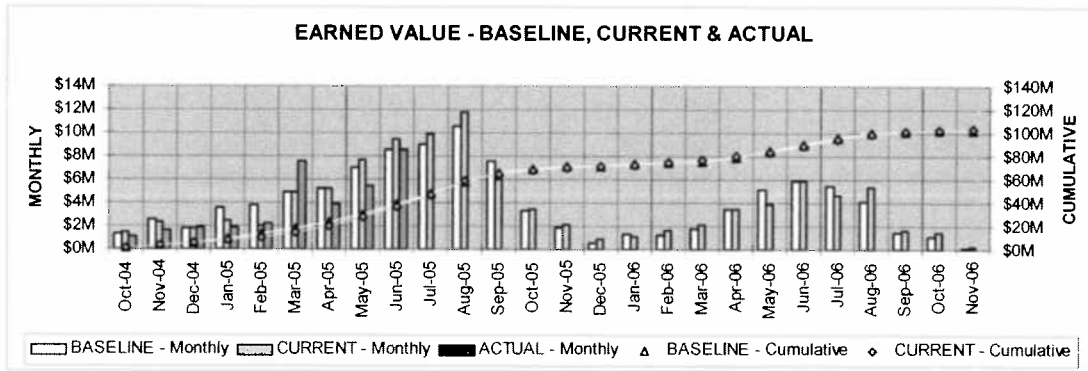
<b>Contract Summaries</b>	<b>Budget</b>	<b>Paid To-Date</b>
Design	\$78.9 million	\$71.3 million
Real Estate	\$57.8 million	\$48.2 million
Utility / Railroad	\$13.4 million	\$2.0 million
Construction, Engineering & Administration	\$629.2 million	\$76.0 million
Traffic Mitigation	\$19.9 million	\$2.8 million
ITS System	\$2.8 million	\$2.6 million
<b>Subtotal</b>	<b>\$802.0 million</b>	<b>202.9 million</b>
Project Reserve (target 1%)	\$8.0 million	---
<b>TOTAL</b>	<b>\$810.0 million</b>	<b>\$202.9 million</b>

### DBE SUMMARY

	<b>Goal</b>	<b>Paid To-Date</b>	<b>% Achieved To-Date</b>
Design			
2000 Study	10%	\$440,779	9.44%
Preliminary Design	10%	\$1,983,232	10.57%
Final Design	15%	\$5,623,659	15.51%
Construction			
28 <sup>th</sup> St. Ramp	20.0%	\$151,065	44.00%
Advanced Signing	50.0%	\$73,475	100.00%
Bridge Overlay	7.0%	\$418,196	9.22%
Clybourn	27.0%	\$2,570,860	28.73%
Clybourn Sidewalk	60.0%	\$74,058	95.42%
FTMS	10.0%	\$150,870	16.59%
North Avenue Ramp	35.0%	\$99,590	39.63%
North Leg	24.0%	\$7,177,445	24.40%
North Leg Mitigation	24.0%	\$73,337	34.23%
Ornamental Fencing	50.0%	\$352,122	100.00%
Supplemental Security	50.0%	\$22,757	100.00%
West Leg	24%	\$1,063,206	8.39%
Construction Admin	10%	\$1,234,279	28.44%



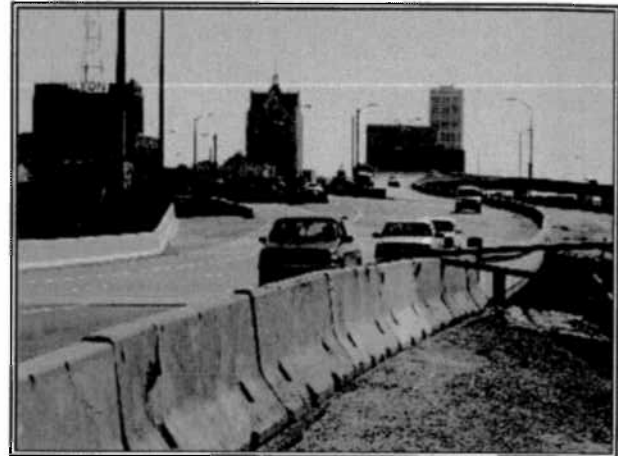
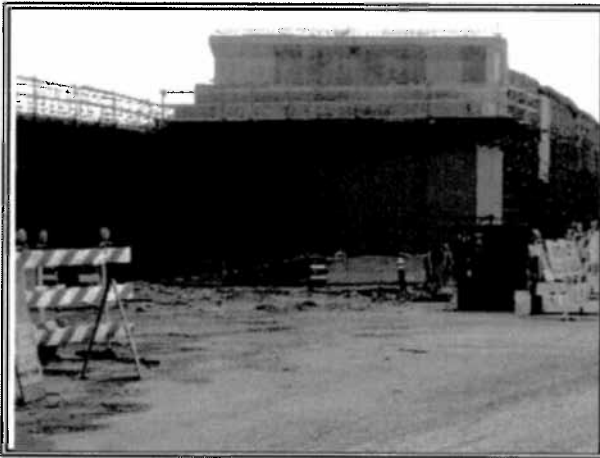
	Contract Amount	Approved Changes	Total	Pending Changes	Cost at Complete	Paid To-Date
<b>Construction Mgmt.</b>	\$8,909,238	\$192,112	\$9,101,350	\$0	\$9,101,350	\$2,336,031
<b>Prime Contractor</b>	\$102,760,288	\$312,003	\$103,072,291	\$312,284	\$103,384,575	\$34,196,763
<b>Totals</b>	\$111,669,526	\$504,115	\$112,173,641	\$312,284	\$112,485,925	\$36,532,794



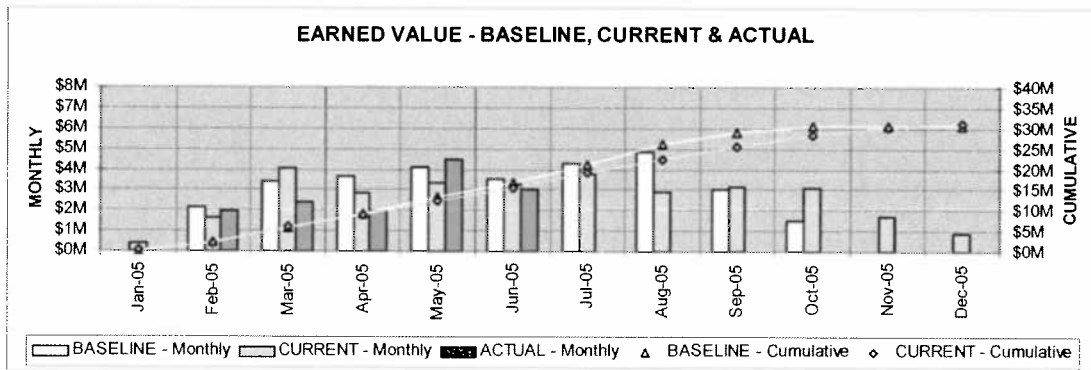
Contract		Progress & Earned Value	
Date of Award	Aug. 4, 2004	Budgeted Cost Work Scheduled (BCWS)	\$38,687,985
Notice to Proceed	Oct. 4, 2004	Budgeted Cost Work Performed (BCWP)	\$37,127,614
Contract Status Date / Duration	Day 270 of 772 CDs	Actual Cost Work Performed (ACWP)	\$34,196,763
Original Contract Completion	Nov. 14, 2006	Schedule Performance Index (SPI)	.96
Contract Time Extensions	0 CDs	Cost Performance Index (CPI)	1.09
Contract Final Traffic Shift	Oct. 15, 2006	Projected Final Traffic Shift	Nov. 2, 2006
Contract Completion	Nov. 14, 2006	Projected Completion Date	Dec. 1, 2006
DBE Goal/Committed/Actual to Date	24%/24.14%/24.40%		

Project No. 1060-05-72  
 Project Name: West Leg (N. 26<sup>th</sup> St. – N. 13<sup>th</sup> St.)

Contractor: Marquette Constructors, LLC  
 Status Date: June 2005



	Contract Amount	Approved Changes	Total	Pending Changes	Cost at Complete	Paid To-Date
<b>Construction Mgmt.</b>	\$4,024,272	\$336,026	\$4,360,298	\$0	\$4,360,298	\$937,798q
<b>Prime Contractor</b>	\$30,555,660	\$513,586	\$31,069,246	\$599,942	\$31,669,188	\$13,392,629
<b>Totals</b>	\$34,579,932	\$849,612	\$35,429,544	\$599,942	\$36,029,486	\$14,330,427



Contract		Progress & Earned Value	
Date of Award	Dec. 1, 2004	Budgeted Cost Work Scheduled (BCWS)	\$16,830,226
Notice to Proceed	Jan. 24, 2005	Budgeted Cost Work Performed (BCWP)	\$15,525,898
Contract Status Date / Duration	Day 158 of 275 CDs	Actual Cost Work Performed (ACWP)	\$13,828,185 *
Original Contract Completion	Oct. 26, 2005	Schedule Performance Index (SPI)	0.92
Contract Time Extensions	0 CDs	Cost Performance Index (CPI)	1.12
Contract Final Traffic Shift	Oct. 26, 2005	Projected Final Traffic Shift	Dec. 19, 2005 **
Contract Completion	Oct. 26, 2005	Projected Completion Date	Dec. 29, 2005 **
DBE Goal/Committed/Actual to Date	24% / 24.13% / 8.39%	* Includes June 29 pay estimate not included in table above.	
		** No time extension issued.	

**WisDOT Project Manager:**  
 Nick Martin

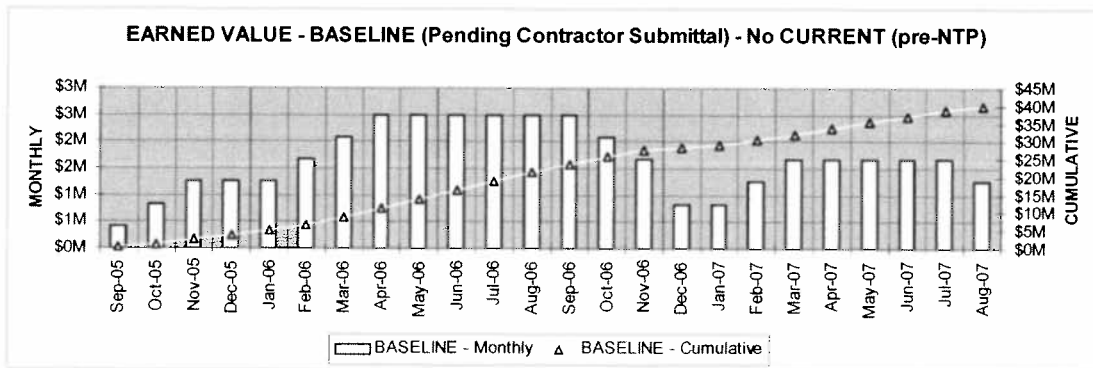
**PROJECT STATUS**



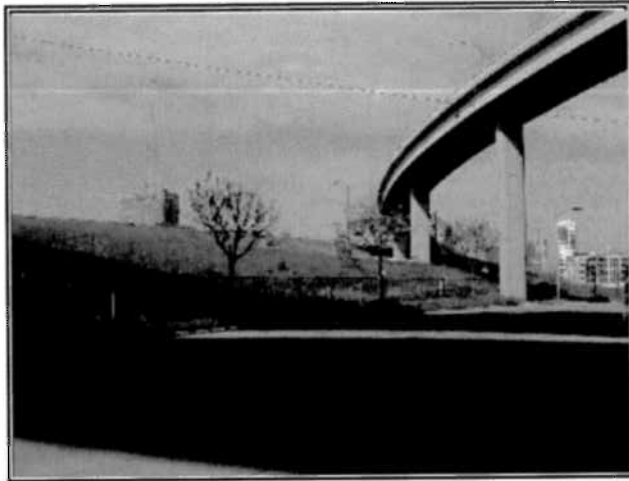


	Contract Amount	Approved Changes	Total	Pending Changes	Cost at Complete	Paid To-Date
<b>Construction Mgmt.</b>	\$4,700,000	\$0	\$4,700,000	\$0	\$4,700,000	\$0
<b>Prime Contractor</b>	\$42,000,000	\$0	\$42,000,000	\$0	\$42,000,000	\$0
<b>Totals *</b>	\$46,700,000	\$0	\$46,700,000	\$0	\$46,700,000	\$0

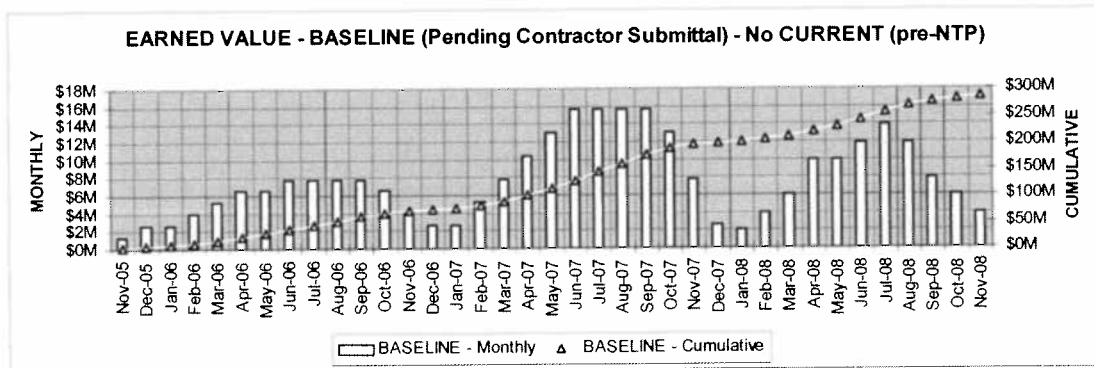
\* Includes Menomonee Valley Bridge Rehabilitation Reimbursed by DOT D2 Maintenance



Contract		Progress & Earned Value	
Date of Award (Anticipated)	Aug. 30, 2005	Budgeted Cost Work Scheduled (BCWS)	\$0
Notice to Proceed (Anticipated)	Oct. 4, 2005	Budgeted Cost Work Performed (BCWP)	\$0
Contract Status Date/Duration	Day 0 of 758 CDs	Actual Cost Work Performed (ACWP)	\$0
Original Contract Completion	Oct. 31, 2007	Schedule Performance Index (SPI)	N/A
Contract Time Extensions	0 CDs	Cost Performance Index (CPI)	N/A
Contract Final Traffic Shift	N/A	Projected Completion Date	Oct. 31, 2007
Contract Completion	Oct. 31, 2007		
DBE Goal/Committed/Actual to Date	20% / N/A / N/A		



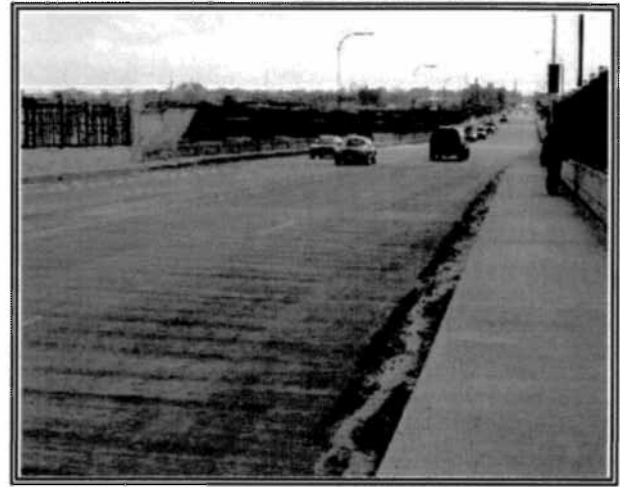
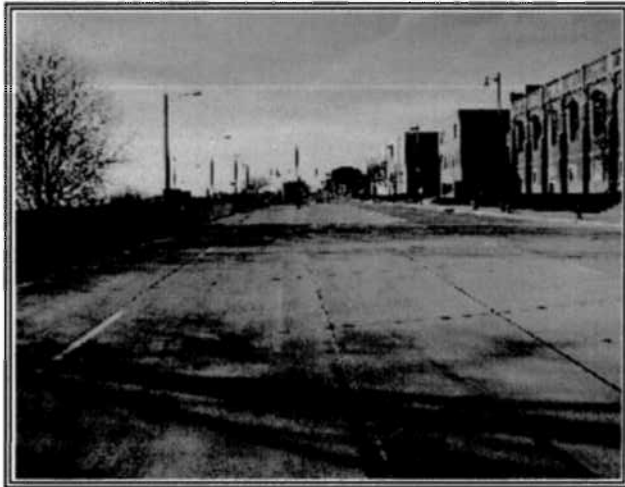
	Contract Amount	Approved Changes	Total	Pending Changes	Cost at Complete	Paid To-Date
<b>Construction Mgmt.</b>	\$32,000,000	\$0	\$32,000,000	\$0	\$32,000,000	\$0
<b>Prime Contractor</b>	\$300,000,000	\$0	\$300,000,000	\$0	\$300,000,000	\$0
<b>Totals</b>	<b>\$332,000,000</b>	<b>\$0</b>	<b>\$332,000,000</b>	<b>\$0</b>	<b>\$332,000,000</b>	<b>\$0</b>



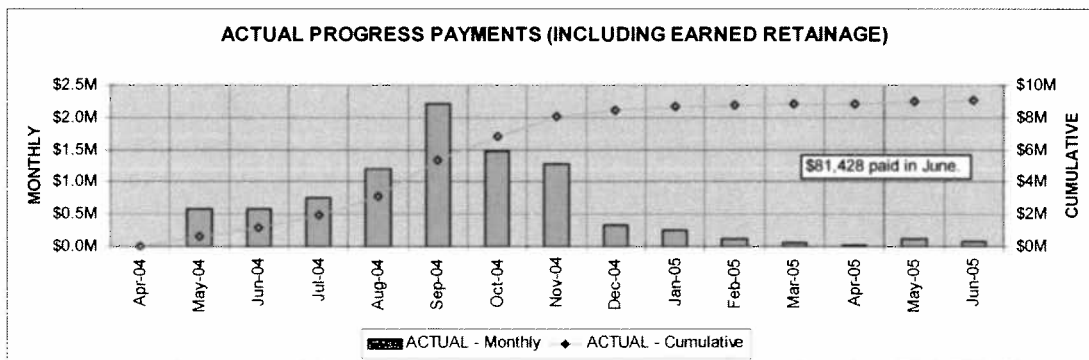
Contract		Progress & Earned Value	
Date of Award (Anticipated)	Aug. 30, 2005	Budgeted Cost Work Scheduled (BCWS)	\$0
Notice to Proceed (Anticipated)	Nov. 1, 2005	Budgeted Cost Work Performed (BCWP)	\$0
Contract Status Date/Duration	Day 0 of 1,106 CDs	Actual Cost Work Performed (ACWP)	\$0
Original Contract Completion (Anticipated)	Nov. 10, 2008	Schedule Performance Index (SPI)	N/A
Contract Time Extensions	0 CDs	Cost Performance Index (CPI)	N/A
Contract Final Traffic Shift	Nov. 9, 2008	Projected Final Traffic Shift	Nov. 9, 2008
Contract Completion	Nov. 10, 2008	Projected Completion Date	Nov. 10, 2008
DBE Goal/Committed/Actual to Date	20% / N/A / N/A		

**WisDOT Project Manager:**  
 Ryan Luck

**PROJECT STATUS**



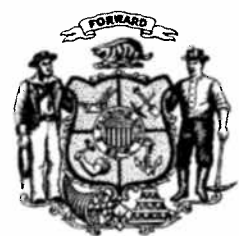
	Contract Amount	Approved Changes	Total	Pending Changes	Cost at Complete	Paid To-Date
<b>Construction Mgmt.</b>	\$1,077,804	\$67,397	\$1,145,201	\$0	\$1,145,201	\$1,134,505
<b>Prime Contractor</b>	\$8,864,621	\$262,827	\$9,127,448	\$0	\$9,127,448	\$8,949,474
<b>Totals</b>	<b>\$9,942,425</b>	<b>\$330,224</b>	<b>\$10,272,649</b>	<b>\$0</b>	<b>\$10,272,649</b>	<b>\$10,083,979</b>



Contract		Progress & Earned Value	
Date of Award	Feb. 17, 2004	Budgeted Cost Work Scheduled (BCWS)	Not Calculated **
Notice to Proceed	Apr. 1, 2004	Budgeted Cost Work Performed (BCWP)	Not Calculated **
Contract Status Date / Duration	Day 251 of 251 CDs	Actual Cost Work Performed (ACWP)	\$9,060,282 *
Original Contract Completion	December 7, 2004	Schedule Performance Index (SPI)	Not Calculated **
Contract Time Extensions	0 CDs	Cost Performance Index (CPI)	Not Calculated **
Contract Final Traffic Shift	Dec. 7, 2004	Final Traffic Shift (Actual)	Dec. 7, 2004
Contract Completion	Dec. 7, 2004	Completion Date (Actual)	Dec. 7, 2004
DBE Goal/Committed/Actual to Date	27%/33.29%/ 28.73%	*Includes Retainage not included in table above.	
		**Earned Value Management not implemented on Clybourn Project.	



# WISCONSIN STATE LEGISLATURE





**TELEPHONE**

**DIRECTORY**

January 2005

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Senator Joseph Leibham  
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Senator Dale Schultz  
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Vacant

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Vacant

Vacant

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**Budget Information**

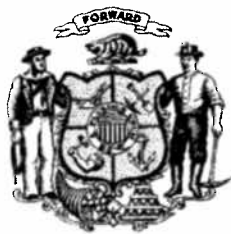
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**Commission Secretary**

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# WISCONSIN STATE LEGISLATURE







# NEWS

## Wisconsin Department of Transportation

Office of Public Affairs, P.O. Box 7910, Madison, WI 53707-7910 608/266-3581 FAX: 608/266-7186  
www.dot.wisconsin.gov

2/1/05 #11

For information contact: Robert St. Clair, Director, WisDOT Bureau of State Highway Programs  
(608)266-9495 [robert.st.clair@dot.state.wi.us](mailto:robert.st.clair@dot.state.wi.us)

### **WisDOT completes first report on financial status of major highway projects costs, 1989-2004**

#### ***Report Highlights Importance of More Accurate Cost Estimates and Reforms in Project Approvals and Oversight***

The Wisconsin Department of Transportation (WisDOT) has completed the first ever review of the financial status of the state's major highway projects. The report calls attention to the importance of more accurate cost estimates, reforms in how projects are "enumerated" by the Legislature, and better oversight once projects have been approved. The Department is implementing these needed reforms, and worked with members of the Senate and Assembly last year to pass legislation that puts some key reforms into law.

"This report highlights the importance of the reforms we are making to have more accurate estimates and more rigorous oversight and accounting of transportation projects," said DOT Secretary Frank Busalacchi. "These projects are incredibly important to our infrastructure and our economy, but we need to make sure they go forward in a responsible way that protects taxpayers."

The report examines the 27 active "major" highway projects that have been "enumerated" or added to the list for construction through legislative action. Under state law, a "major" highway project is defined as a project that has a total cost of more than \$5 million and constructs a new route of 2.5 or more miles, adds capacity to five or more miles of an existing highway, or converts an existing multi-lane divided highway of 10 or more miles to freeway standards.

The report found that – over the approximately 15 year time period covered – the current estimated cost for design services, real estate, construction and other related expenses for the 27 enumerated projects is

\$3.31 billion, which is \$1.36 billion more than the original estimated cost of the projects at the time they were recommended to the Transportation Projects Commission (TPC) and the Legislature for enumeration.

Of the \$1.36 billion increase, some \$573 million or 42% can be attributed to inflation alone over the 15-year time span covered in the report. Other factors affecting the estimated cost increases include:

- Real estate costs (\$207 million or 15%)
- Construction labor and materials (\$216 million or 16%)
- Design costs (\$212 million or 15%)

Busalacchi outlined the following actions being undertaken by the Department to reform the system:

- 1) The Department worked with State Senator Carol Roessler, State Representative Suzanne Jeskewitz and other members of the Legislature in the last session to pass Act 217, signed into law by Governor Doyle.

The bill:

- Calls for regular reporting by DOT on the financial status of major projects. DOT has completed the first report as required, and will produce additional reports every six months to track the progress of the major projects.
  - Prohibits the Legislature from enumerating projects unless those projects have been recommended by the TPC, a public/private commission that reviews and makes recommendations regarding major highway projects in Wisconsin. Along with the Governor, the commission includes five state senators, five Assembly representatives and three citizen members. At least eight of the major highway projects covered in the report were added at the discretion of the Legislature and without the TPC's recommendation.
  - Projects will be enumerated later in the process when a more accurate estimate of the cost is available. In the past, projects were often enumerated before design work was far enough along in the process to get a more accurate estimate of the cost.
- 2) Secretary Busalacchi is implementing a new system to provide better oversight of major projects. In the past, after the Legislature has enumerated a project with a given cost estimate, DOT has made

modifications during the design phase at the request of Legislators, local officials and others that have substantially added to the cost. While tailoring a project to a community's needs is important, Busalacchi has instituted a new process that calls for regular review and scrutiny of individual major highway projects. For example, when changes are made to the design of a project that increase costs, the Department will look for ways to save money in other parts of the project to keep unexpected cost increases as low as possible.

- 3) The Department is creating a more detailed and standardized checklist to generate more firm project cost estimates.

"This report will be a powerful tool as we work to reform the system," said Busalacchi. "By regularly updating and sharing these reports, we hope to generate a broader understanding of this important program while keeping decision-makers and citizens better informed about the status of these projects."

Historically, design costs have not been included in initial project cost estimates. Also, if the project was enumerated before completion of an environmental study, it is difficult to precisely determine the project's exact "footprint" or the amount of real estate that may be required to complete it. It can take several years to design, purchase necessary real estate and complete construction on major highway projects (several projects on the current enumeration list date back to 1989). While some projects are nearly complete, others are in the early environmental study stage.

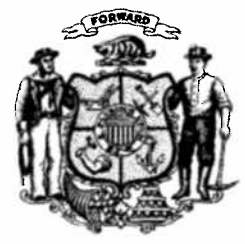
The major highway projects financial status report can be found on the WisDOT Web site at:  
([www.dot.wisconsin.gov/projects/state/sixyear/major-financial.htm](http://www.dot.wisconsin.gov/projects/state/sixyear/major-financial.htm)).

###

NOTE: This document can be viewed on the Internet at: <http://www.dot.wisconsin.gov/news>



WISCONSIN STATE LEGISLATURE





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## \$95 million road project not needed yet, DOT says

### Legislators bypassed agency for Highway 23

By **PATRICK MARLEY**  
[pmarley@journalsentinel.com](mailto:pmarley@journalsentinel.com)

Posted: April 17, 2005

**Plymouth** - The state is set to spend \$95.6 million - more than double original estimates - to widen Highway 23 in Sheboygan and Fond du Lac counties, even though the state Department of Transportation says the road doesn't need to be expanded for another 15 to 20 years.

In what critics condemn as a pork-barrel political deal to placate area lawmakers, the Legislature adopted the 19-mile widening plan in 1999 after bypassing the DOT and a commission charged with developing major road projects.

Last year, legislators passed a law to prevent themselves from abusing that process again. But they did nothing to put the brakes on widening Highway 23 from Plymouth to Fond du Lac, despite DOT officials' conclusion that it might be two decades before traffic is sufficient to justify the improvements.

The DOT is drafting its plan for the project, slated to begin in 2009, but is now signaling that it may scale back the widening job as it faces a crush of highway work in the coming years.

When then-Gov. Tommy G. Thompson signed the provision, the DOT was unable to nail down how much the job would cost because it hadn't studied the project. Its 1999 estimate of \$39.5 million has since ballooned to \$95.6 million.

"If we ran our farm business the way they run their finances, we'd have been out of business long ago," said Ruth Limberg, 62, who with her husband, Merlin, owns a 300-acre, 100-year-old farm on Highway 23 in Greenbush. The state would buy a portion of their property to widen the road.

The couple and a group of neighbors advocate building passing lanes instead of a four-lane highway.

"We're not against progress," said Merlin Limberg, 69. "We're just saying there's a cheaper way to achieve the same thing. . . . It's going up every time you hear about it. That's what really flabbergasts me. I guess I'm just too conservative to spend money like that."

### Project defended

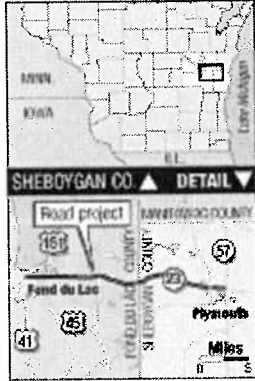
The legislators who put the deal together said the work is essential for economic development, because there is a lack of four-lane roads heading west from that part of Wisconsin. They noted that the project was called for by DOT long-range planning documents.

"We listened to our constituents and took advantage of the processes that were available to us as legislators, and I'll continue to fight to make sure this project gets done," said Sen. Joe Leibham (R-Sheboygan).

**DOT**

**STATE SPENDING  
TOO WIDE TOO SOON?**

State officials are drafting a \$95.6 million plan to widen Highway 23 as ordered by the Legislature, despite Department of Transportation claims the Biggs road isn't needed until around 2026.



Too Wide Too Soon?

Leibham, then a state representative, Rep. Steve Kestell (R-Elkhart Lake) and then-Sen. James Baumgart (R-Sheboygan) were instrumental in getting the project approved. Leibham defeated Baumgart for the senator's seat in 2002 in a race that saw an outpouring of support from road builders - \$22,805 for Leibham and \$6,123 for Baumgart, according to the non-partisan Wisconsin Democracy Campaign.

Kestell said highway projects often go to the areas with the most political clout, something east-central Wisconsin generally lacks. But in 1999 "the political stars aligned," he said.

"We'd been waiting a long time, and a lot of people felt now it's time for us," he said.

But Leonard Sobczak, a member of the Transportation Projects Commission, said legislators had committed the state to an unnecessary project.

The commission is supposed to review all major road projects before they go to the Legislature, but it was bypassed for Highway 23. Sobczak, who owns 140 acres along that road, was appointed to the commission after the project was approved.

"It's \$95 million - that's a huge number that could be put into other projects that are needed now, or could be put into maintenance," he said. "As a citizen and taxpayer, I think it's a total waste of our resources."

Like it or not, Transportation Secretary Frank Busalacchi said, the DOT is obligated to widen the road. "We get handed them and statutorily we have six years to get them in the pipeline and get them done," he said.

After a scathing audit of the state's highway program, the Legislature passed a law last year barring highway approvals without DOT studies.

Kestell cast doubt on how long the law would hold.

"We change the law all the time," he said, noting that legislators could easily make exceptions for future road projects.

### Limiting abuses

Gov. Jim Doyle said he signed the law to ensure the state adheres to "a process that withstands . . . the parochial political games that get played."

"I think you really get into problems in transportation when it just starts becoming a political grab bag of who can get their road project," he said.

In the 2003 budget, Doyle signed off on four projects that the commission had rejected because of a lack of finances. Doyle said those approvals were different than Highway 23 because the DOT had done detailed studies showing the projects were needed soon.

Mark Wolfgram, DOT administrator of transportation investment management, said when legislators approved it, the Highway 23 project wasn't going to be needed for decades.

"By 2020, we would have wanted to" schedule it for construction, Wolfgram said. "That would even depend on the availability of funds."

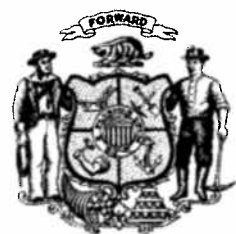
If approved in 2020, the project would have been set for completion around 2025. Right now the project is slated to run from 2009 to 2011, but Wolfgram said it was more likely it would wrap up around 2015.

Earlier, department officials said they would not consider passing lanes for the project, but Busalacchi ordered last month that they be studied.

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## Highway costs run rampant

### Projects review finds total overrun of 70%

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Wisconsin's biggest highway projects racked up \$1.36 billion in cost overruns over the past 15 years, for a total price tag that was 70% more than original estimates, the state Department of Transportation reported Tuesday.

Lawmakers ordered the report on 27 major projects after a 2003 state audit found that seven highway projects were running a combined total of \$381 million over original estimates.

That audit led the Legislature to slap tighter financial controls on road projects, with the support of Transportation Secretary Frank Busalacchi, who took office after many of the overruns occurred. One of those reforms was to rein in legislators themselves, who have often bypassed the official process for picking major highway projects, called enumeration, and instead rammed their pet projects into the state budget.

Among those was the improvement of U.S. Highway 18, from Prairie du Chien to state Highway 60, the only one of the 27 jobs expected to cost less than its original estimate. The revised estimate of \$23.9 million is down from the original estimate of \$29.2 million because some parts of the project set by lawmakers didn't meet legal requirements for a major highway project, the report says.

By contrast, 12 projects are expected to cost more than double their original estimates, the department reported.

Measured by percentage, the biggest overruns were on the U.S. Highway 12 Whitewater Bypass, expected to cost \$36.7 million, or 359% more than its original \$8 million estimate; and the U.S. Highway 45 portion of the state Highway 110 overhaul, estimated at \$42.7 million, up 242% from the original \$12.5 million projection.

The Transportation Department said the Whitewater Bypass project grew beyond its original scope and real estate estimates assumed it was being built on farmland instead of land zoned for more costly uses. The Highway 45 job also grew in scope and its real estate prices rose because of Fox Valley development, officials wrote.

Measured by dollars, the biggest overruns were on U.S. Highway 41, from De Pere to Suamico, running \$159.7 million over its original estimate of \$205 million, and on I-39/U.S. Highway 51, in the Wausau area, coming in \$128.6 million over its original estimate of \$120.5 million.

Transportation officials said rising real estate, engineering and design costs pushed the Highway 41 price tag up to \$364.7 million. Real estate costs also played a major role in boosting the I-39 total to \$249.1 million, the report says.

Also, design costs were not included in the original estimates for any of those four projects, the report says. That has been a common problem, transportation officials noted.

#### Highway Construction

#### Big Overruns

#### By Percentage

▣ **U.S. Highway 12 Whitewater Bypass:** Original estimate: \$8 million. Expected final cost: \$36.7 million, or 359% more.

▣ **U.S. Highway 45 portion of the state Highway 110 overhaul:** Original estimate \$12.5 million. Expected final cost: \$42.7 million, up 242%.

#### In Dollars

▣ **U.S. Highway 41, from De Pere to Suamico:** Original estimate \$205 million. Expected final cost \$364.7 million, or \$159.7 million



The state's definition of major highway projects doesn't include the multibillion-dollar reconstruction of southeastern Wisconsin freeways, which are in a class by themselves and were not part of this report. A 2003 Journal Sentinel analysis found that the cost of rebuilding the Marquette Interchange had jumped 76%, from the original 1997 estimate of \$460 million to the current \$810 million price tag.

Together, the 27 projects reviewed are expected to cost a total of \$3.31 billion by the time they're finished, far more than the original estimate of \$1.95 billion, the report says.

Inflation accounted for \$573 million, or 42%, of the \$1.4 billion in cost overruns on the 27 projects reviewed, the department reported. After that, the three biggest factors were higher-than-expected construction costs, at \$216 million, or 16% ; higher-than-expected design costs, at \$212 million, or 15%; and rising real estate costs, at \$207 million, or 15%.

## Better oversight needed

State Sen. Mike Ellis (R-Neenah) said the overruns were unacceptable, even after accounting for inflation.

"If inflation is running away from them, they should have an ongoing re-estimate process built into this entire exercise," he said. "They certainly know from quarter to quarter what the cost of doing business is."

Ellis predicted that the department would push for more money as a result of its findings.

"They're setting the stage for a demand on the Legislature for additional borrowing authority," Ellis said. "This is a prelude to the budget. This is what we call a trial balloon: 'Oh my God, we're so short of money, we're going to have to do something.'"

Other legislators were less critical.

"I think it's a pretty difficult thing to do when you're looking out in a crystal ball that far out," Rep. Dean Kaufert (R-Neenah), co-chairman of the Joint Finance Committee, said of estimating highway costs. "It's a best guesstimate, and there are just so many variables that factor into it that it's not surprising that they can be that far off."

Rep. Sue Jeskewitz (R-Menomonee Falls) agreed. Jeskewitz is the co-chairwoman of the Joint Audit Committee, which reviewed the 2003 audit. She said the department had made strides to change its ways.

"The DOT is doing things differently than they did back when those projects were enumerated," she said. "At that time, it was just a guesstimate. Now they're doing more to project ahead. I don't think we can be terribly critical of them."

The Transportation Department released the report after 5 p.m., when most state offices were closed and many officials were not available to comment.

higher.

■ **I-39/U.S.**

**Highway 51 in the Wausau area:**

Original estimate

\$120.5 million.

Expected final cost

\$249.1 million, or

\$128.6 million

more.

Archive Coverage

Section: Traffic

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