



Built in the 1960s, the East-West corridor links the state's \$810 million investment in the Marquette Interchange and ongoing \$1.7 billion investment in the Zoo Interchange.

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### Why can't Wisconsin just resurface the road?

WisDOT looked closely at the resurfacing option and had this to say about its analysis in the Final Environmental Impact Statement: **“In general, each highway resurfacing has a shorter life span than the previous resurfacing because the original pavement, still in place after 50 years, provides a less effective base as the concrete continues to crack and deteriorate...Based on WisDOT's experience with other highways, resurfacing the study area freeway system again would not be cost effective.”**

The East-West corridor was built in 1963 and its physical condition has deteriorated to the point where it has now reached the end of its useful life. The pavement can no longer be rehabilitated; a complete pavement removal and replacement is required. Even then, while resurfacing would restore the road's smooth riding surface for a few years, it would not address the cracks in the concrete or the voids in the underlying gravel base. And it would not address the outdated design elements – left-side ramps, narrow shoulders, short weaving distances and more – that are failing to provide safe operating conditions for today's cars, buses and large trucks.

The East-West corridor has been resurfaced numerous times over its 50-plus-year life. The situation Wisconsin faces is very similar to a homeowner with a leaky roof: an owner can put on 2 or 3 layers of new shingles, but at some point all layers need to be stripped off, the roof reconditioned, and a new single layer of shingles placed on the refurbished base.