



Carrying \$23 billion in freight each year, the East-West in Milwaukee is a vital commerce corridor.

What will happen if Wisconsin doesn't keep this project moving forward by enumerating the project and reinstating funding in the 2017-19 budget?

The costs of delay are significant:

- Even with just a two-year delay, project costs will grow by millions, with initial estimates indicating an increased budget of \$44–\$60 million due to inflation alone.
- The benefits of the upgrades in the Marquette Interchange and the Zoo Interchange are being wasted if they are connected by 3.5 miles of crumbling and unsafe freeway.
- Delay hurts economic development in Milwaukee and Waukesha counties and impairs the region's efforts to grow. A good transportation network is key to economic growth and job creation and consistently ranks as a top issue among business executives determining desirable locations for commercial investment.
- Delays would throw away over \$20 million already invested in planning, environmental study and clearance, and early engineering work that can only be used if the project moves forward now. Further delays could endanger the federal government's 2016 approval of the Final Environmental Impact Statement (EIS) and Record of Decision, and seriously affect the consensus built amongst a broad cross-section of stakeholders who support the project.
- Delays will likely require a \$60 million-plus resurfacing just to keep the corridor operational while a long-term solution is finalized. The "Band-Aid" resurfacing would take two years and require lane closures throughout the corridor, in both directions.
- Freeway congestion and unsafe conditions will hamper travel for the millions who travel the corridor each year.
- Communities and neighborhoods in and around the area will suffer additional traffic diversions onto their local streets as travelers avoid I-94 for more and more hours each day.