



Milwaukee's East-West, carrying \$25 billion in freight each year, is a vital commerce corridor.

What will happen if Wisconsin does not keep this project moving forward in the 2021-23 budget?

The costs of delay are significant:

- The benefits of the \$2.4 billion upgrades in the Marquette Interchange and the Zoo Interchange are wasted if they are connected by 3.5 miles of crumbling and unsafe freeway.
- Failing to move forward with corridor modernization and expansion forces a no-win decision between two bad options: a continual cycle of costly Band-Aid solutions – such as another resurfacing (estimated at \$40 million-plus) – or a possible scenario where the state pays for the construction of a brand-new bottleneck at the cost of more than half a billion dollars.
- Even with just a two-year delay, project costs will grow by millions, with initial estimates indicating an increased project budget of \$44-\$60 million due to inflation alone.
- Delay hurts economic development in Milwaukee and Waukesha counties and impacts businesses and industries around the state.
- Further delay jeopardizes over \$20 million already invested in planning, environmental study, early engineering work, and the consensus built among a broad range of stakeholders.
- Freeway congestion and unsafe conditions will continue to hamper travel for millions.
- Communities and neighborhoods in and around the area will be forced to suffer additional traffic diversions onto their local streets as travelers avoid I-94 for more and more hours each day.