



WisDOT worked diligently to cut well over \$200 million off the total project cost while keeping essential safety and efficiency upgrades.

---

## What are the benefits of moving forward with the project?

Moving forward in this budget with enumeration and restored funding:

- Helps ensure a **positive return on the \$2.5 billion the State and Federal government have spent to rebuild the Marquette and Zoo interchanges**, whose modern benefits will only work as well as intended if the primary freeway connecting them is equally efficient and safe.
- **Maximizes the roughly \$20 million the State has already invested** in planning, environmental study and early engineering work that can be used if the project moves forward now. Further delay could endanger FHWA's 2016 approval of the Final Environmental Impact Statement and Record of Decision. Loss of their support and possible re-study of the corridor will seriously affect the consensus built among a broad range of stakeholders who participated during the EIS process.
- **Avoids the need for Band-Aid solutions** – such as yet another resurfacing in 2020 (estimated cost of over \$60 million) requiring two more years of lane closures, user delays, and more crashes – that will add to the overall cost, while doing nothing to solve the underlying safety and traffic-handling problems.
- **Supports additional economic development in Milwaukee and Waukesha counties** and enhances 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.