



## Zoo Interchange: Time is Money

**While the core of the Zoo Interchange is going to be completed this summer, the final piece of the interchange, the north leg, was left high and dry in the last budget.**

Expected to be completed in 2018, the Zoo Interchange may be completed in 2021 or 2022 if funding can be found for the north leg in the next budget.

### Lack of Plan Leads to Rising Costs

**WisPolitics recently reported that the north leg is expected to cost \$232.6 million, 16% more than the \$200.2 million referenced in a budget request last year.**

According to WisDOT, the \$32.4 million increase comprises a \$21.6 million contingency fund, \$7.7 million in inflation and \$3.1 million in increased design costs.

The final cost of the Zoo Interchange, including the north leg, is estimated to cost about \$1.54 billion.

### Time to do it Right

**Project delays lead to higher costs.** Wisconsin has seen this time and time again.

And it is not only inflation on the cost of the delayed

improvement project. It is also the "throw-away" costs of short-term patches that only last a couple years and the inconvenience to drivers of recurring orange barrels.

Earlier this year, WisDOT proposed to spend about \$10 million on this corridor to remove and replace the top inch or so of asphalt and change the pavement markings from 3 lanes to 4 narrower lanes with smaller shoulders. This would have done nothing to improve the structure of the pavement or bridges, and given the heavy traffic along the route, it would only be a few years before the surface pavement started to crack and fail.

**Want to save money?** Let's finish the Zoo Interchange by fully funding the north leg in the next budget.

*Excerpt from  
GOV. WALKER'S  
2013 STATE OF THE STATE  
ADDRESS*

*"They [Wisconsin's key industries] need it [our strong transportation backbone] to keep their competitive edge. The MillerCoors Brewery in Milwaukee is a good example. The plant manager told us that MillerCoors is in a hyper-competitive industry. Every day, they are looking to find any competitive advantage to see who can get a cold beer on a bar in Madison, Green Bay, or even Chicago the fastest. If beer trucks are tied up in the Zoo Interchange, the MillerCoors Brewery here in Wisconsin is at a disadvantage."*



## What's so important about the North Leg?

**Without completing the north leg, Wisconsin motorists will not receive the full benefit** of the over \$1 billion investment already made in the interchange—additional capacity will sit idle.

The north leg of the project is everything on US 45 between Swan Boulevard and Burleigh Street. As part of the project, the aging US 45 will be reconstructed with an additional lane in each direction. According to a WisDOT summary of north leg improvements, “age and deterioration prevent cost effective overlays without full reconstruction.”

Also, five bridges over 50 years old and reaching the end of their useful lives will be replaced.

The Zoo Interchange is the busiest interchange in the state with an estimated 350,000 vehicles per day. **Wisconsin can't afford to stop now.**

