



Just

FIX IT

or Just Ignore it?

The Consequences of Doing Nothing

The percentage of state highways rated in good condition decreased from 53.5% in 2010 to 41% in 2015.

Source: WisDOT

FACT

Delaying reconstruction of aging interstates in Southeast Wisconsin will negatively impact highway conditions throughout the state.

According to WisDOT, southeastern Wisconsin freeways will require at a minimum **\$200 million in “throw-away costs”** over the next ten years. These costs will need to be absorbed by the State Highway Rehabilitation Program, draining resources from the rest of the state.

As these freeways have reached the end of their useful lives, the need for interim treatments will increase over time as “fixes” on these 50-year-old freeways simply won’t last as long.

Under the Governor’s transportation budget, **the number of state highway miles in poor condition is projected to double over the next decade.**

The Case of I-94 East-West

\$60 Million at Risk

Wisconsin has invested over \$20 million in planning, environmental study, and early engineering work for the I-94 East-West project. Failure to move forward with the project in this biennium could jeopardize the federal government’s 2016 approval of the Final Environmental Impact Statement (EIS) and Record of Decision, making it necessary to start over.

In addition, the corridor would need a \$40 million Band-Aid resurfacing in 2020. This would merely keep the road in operating condition—not address structural and safety issues—until it is eventually reconstructed.