



Even with just a two-year delay, initial estimates indicate increased project costs of \$44 to \$60 million due to inflation alone.

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### What will reconstruction of I-94 East-West cost?

Every year a project is delayed, the price of materials increases, driving up project costs. The Final Environmental Impact Statement and Record of Decision state the costs (in 2014 constant dollars) as about \$850 million, and if it had been built as originally scheduled (starting in late 2018 or early 2019), it would have cost just over \$1 billion. Total cost is now estimated at \$1.1 billion in year-of-expenditure dollars (best-case 2021 start date) – but that’s only if the project continues to move forward.

Failure to enumerate the project in the 2017-19 budget will create delays of at least two years. Those delays will have negative results, including **increased overall costs due to inflation (at least \$44-\$60 million) and the waste of roughly \$20 million the state has already invested in planning, environmental study and early engineering work that would need to be redone if the effort is stalled.** Additionally, **delay would make necessary a highly disruptive, \$60 million-plus “Band-Aid” resurfacing in 2020** that would accomplish nothing beyond just keeping the road in operating condition until a long-term solution is finalized.