

January 21, 2026



# LAKE INTERCHANGE STUDY

MILWAUKEE COUNTY TRANSPORTATION  
AND TRANSIT COMMITTEE

*EXPLORING POSSIBILITIES TOGETHER*

[www.794lakeinterchange.wisconsindot.gov](http://www.794lakeinterchange.wisconsindot.gov)



# TODAY'S AGENDA

- Study Overview
- Alternatives
- Analysis and Findings
- November 2025 Public Meeting Summary
- Next Steps

# STUDY OVERVIEW

# STUDY CORRIDOR

The I-794 Lake Interchange Study is evaluating alternatives for the I-794 freeway corridor, generally from the Marquette Interchange to the Hoan Bridge.

Approximately **1.5 MILES OF INTERSTATE**

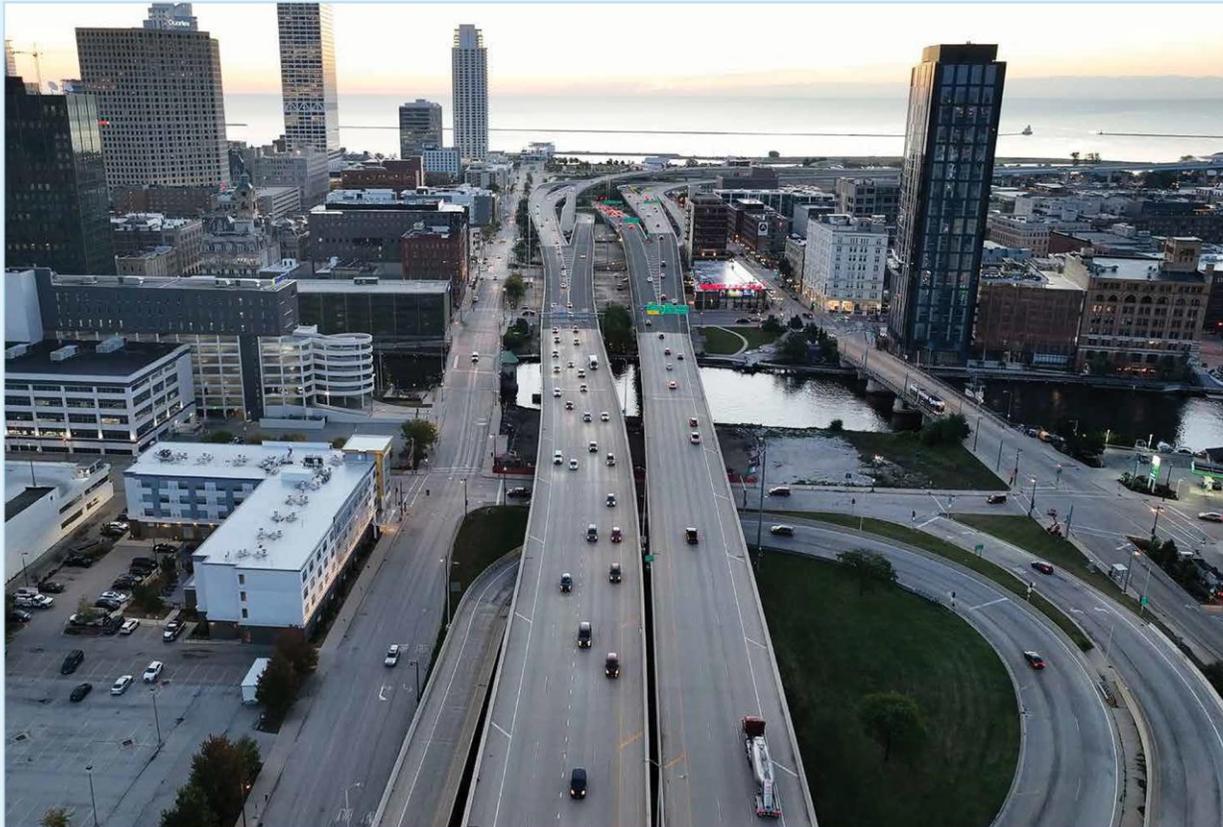
**MAJOR LINK** connecting downtown, Historic Third Ward, Port Milwaukee and communities **ACROSS THE REGION**

Will **NOT IMPACT** the main span of the **HOAN BRIDGE** or core design of the **MARQUETTE INTERCHANGE**



# PROJECT PURPOSE

The purpose of the project is to address deteriorating infrastructure in a manner that improves safety and operations within the study corridor, while also striving to enhance community connectivity and compatibility with local plans and development.



# PROJECT NEEDS

**BRIDGE  
CONDITIONS**



**SUBSTANDARD ROADWAY DESIGN  
AND GEOMETRIC FEATURES**

**SAFETY  
CONDITIONS**

**TRAFFIC  
OPERATIONS**



**SYSTEM  
LINKAGES**

**BICYCLE AND  
PEDESTRIAN  
ACCOMMODATIONS**



**LAND USE AND COMMUNITY  
COMPATIBILITY**



# PUBLIC ENGAGEMENT

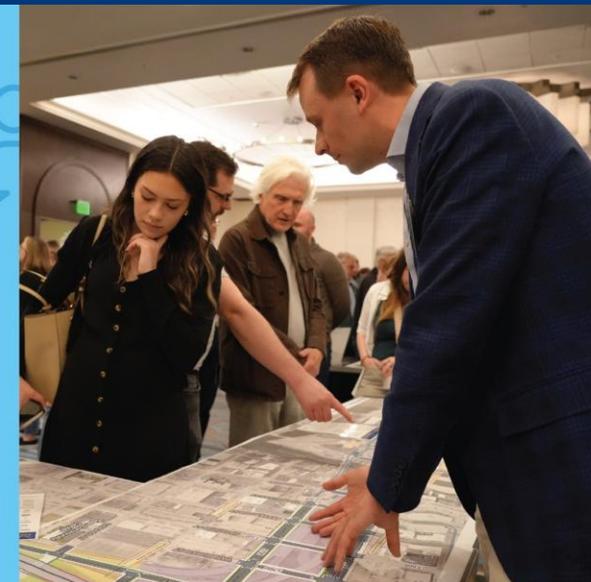
## HOW WE'VE CONNECTED

**4,500+**  
PUBLIC  
COMMENTS

**40+**  
ELECTED  
OFFICIAL  
BRIEFINGS  
and LOCAL  
GOVERNMENT  
COORDINATION  
MEETINGS



**5**  
PUBLIC  
MEETINGS



**80+**  
STAKEHOLDER  
MEETINGS



**STAKEHOLDER  
and BUSINESS  
ADVISORY  
COMMITTEE  
MEETINGS**



# ALTERNATIVE GROUPS

## NO BUILD

- Bridges and ramps would not be replaced and would continue to deteriorate

## REPLACE IN KIND

- Reconstruct bridges similar to the existing alignment
- Maintain all existing access points
- Limited surface street and sidewalk improvements

## FREEWAY REMOVAL

- Replace segments of the existing freeway with improved at-grade street network
- Improve surface street connectivity
- Provide complete street accommodations

## FREEWAY IMPROVEMENT

- Reconstruct elevated freeway without capacity expansion
- Improve design features to meet current standards and improve safety
- Consolidate freeway access ramps
- Improve surface street connectivity
- Provide complete street accommodations

# ANALYSIS AND FINDINGS

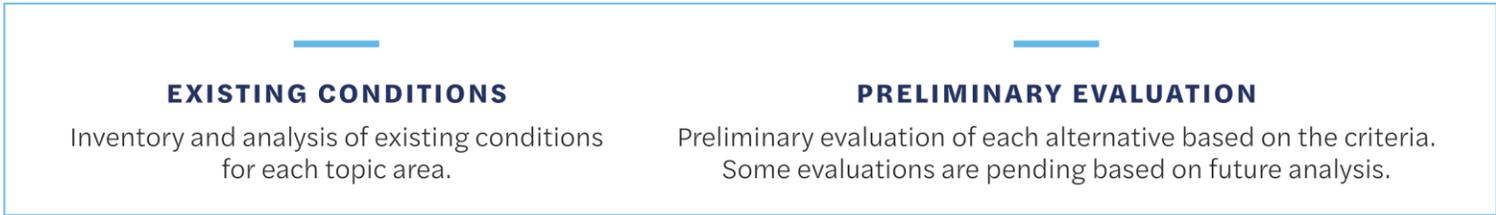
# EVALUATION CRITERIA

## PURPOSE AND NEED



There will be additional supporting criteria including costs and environmental resource evaluations.

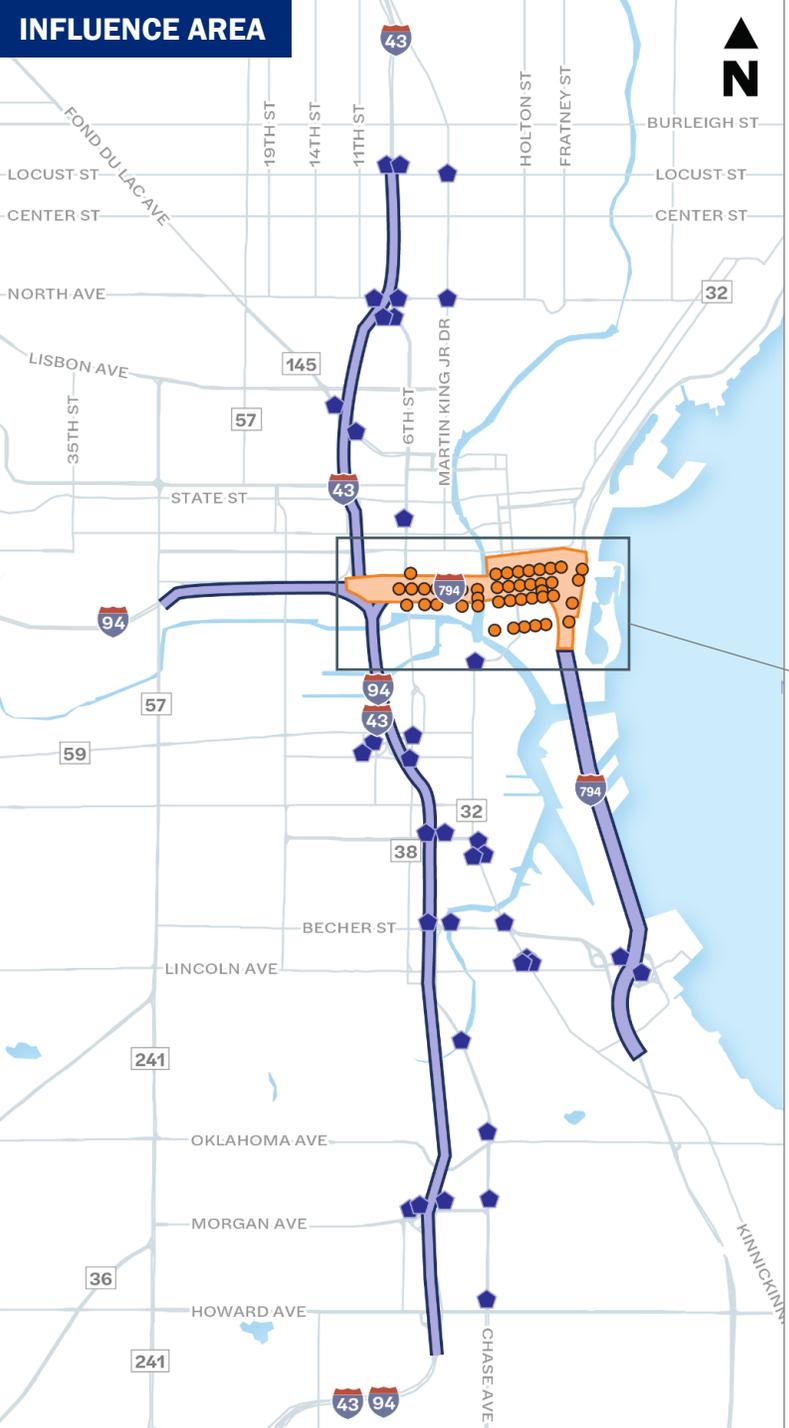
*EACH TOPIC INCLUDES*



### WHAT'S NEXT?

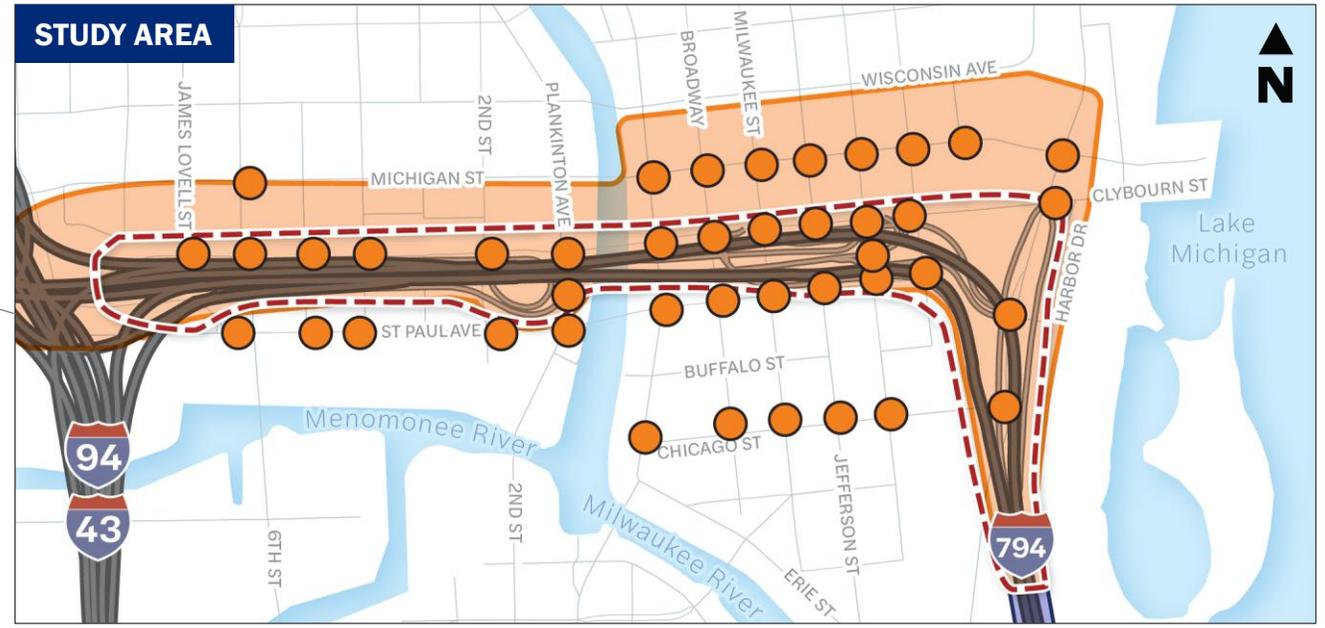
The NEPA process will complete a comprehensive evaluation of social, economic, cultural and natural resource factors for each alternative. This evaluation along with continued public, stakeholder and agency coordination will support the Study's decision-making process.

# INFLUENCE AREA



# TRAFFIC ANALYSIS AND FORECASTING

## STUDY AREA



### LEGEND

INFLUENCE AREA		STUDY AREA	
Study Corridor	I-43/94 and WIS 794	I-794	Intersection
	Intersection		

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# STUDY AREA TRAFFIC (2050)

## Intersections

Freeway Removal alternative is expected to have the greatest number of intersections with poor operations during the design year typical weekday AM/PM peak hours.

STUDY AREA INTERSECTION MOVEMENTS LOS (TYPICAL WEEKDAY DURING PEAK HOUR)

INTERSECTION	● ALL MOVEMENTS AT LOS D OR BETTER (AM and PM)	◆ 1 TO 2 MOVEMENTS AT LOS E/F (AM and/or PM)	▲ 3 OR MORE MOVEMENTS AT LOS E/F (AM and PM)
Replace in Kind	29	5	2
Freeway Removal	24	8	5
Freeway Improvement <i>Represents both Left- and Right-Hand Ramp alternatives</i>	33	7	1

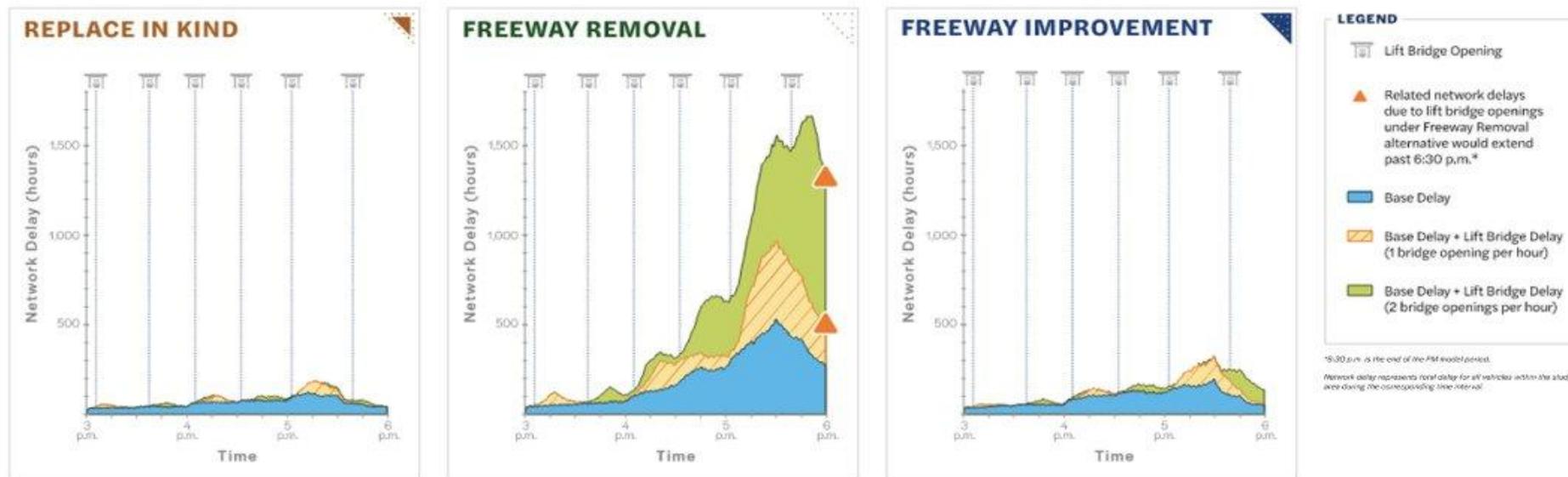
Note: Analysis does not include impacts associated with lift bridge operations.



# STUDY AREA TRAFFIC (2050)

## Lift Bridge Openings

- The Freeway Removal alternative is expected to experience five to eight times as much delay with one and two lift bridge openings per hour respectively than the Replace in Kind alternative.
- Study area network does not recover by 6:30 pm under Freeway Removal alternative with one and two lift bridge openings per hour.

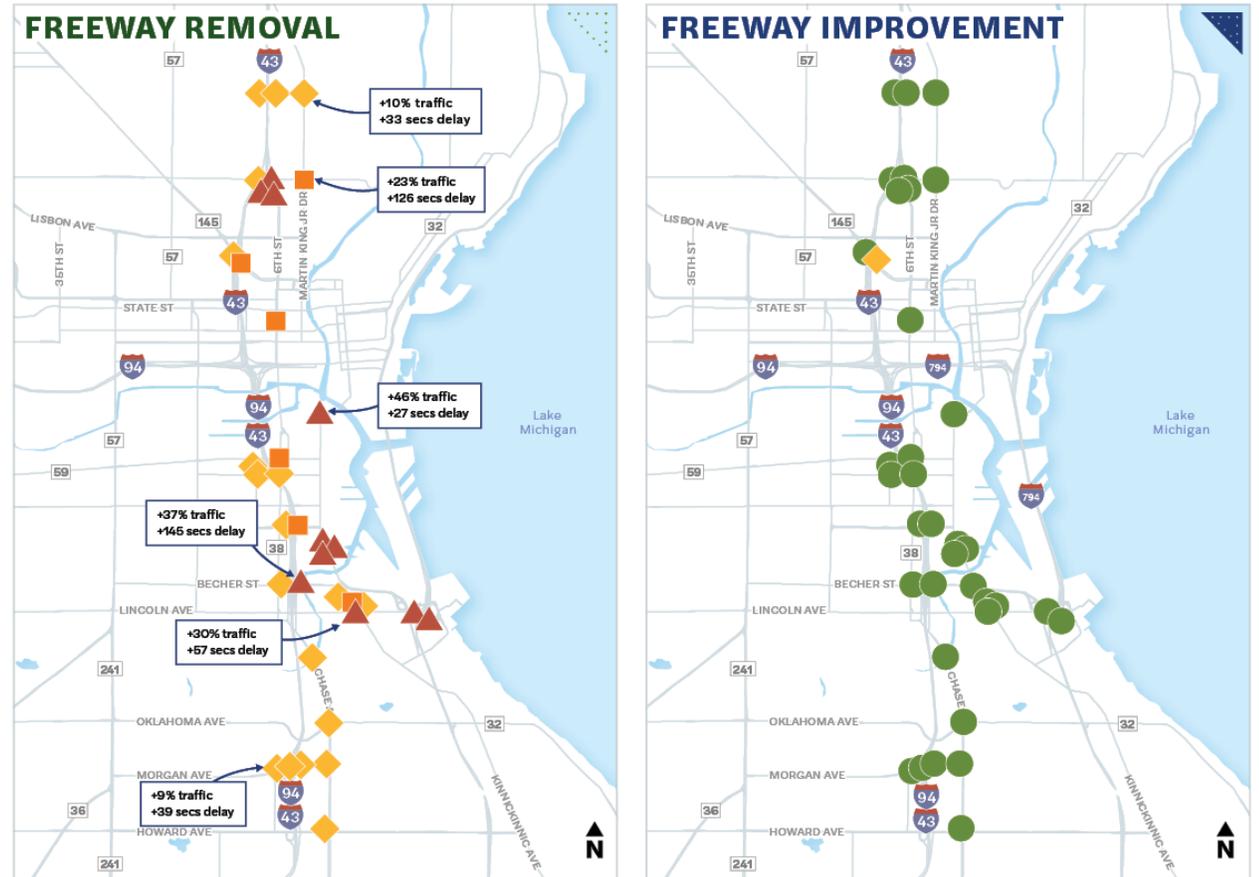


# INFLUENCE AREA TRAFFIC (2050)

## Sampled Intersections

Operations at the sampled intersections are generally expected to degrade under the Freeway Removal alternative across all metrics due to traffic diversion, with limited change under Freeway Improvement.

INTERSECTION VOLUME CHANGE VS. REPLACE IN KIND



INTERSECTION VOLUME CHANGE Entering peak hour compared to the Replace in Kind alternative

- 0 - 5%
- ◆ 5 - 15%
- 15 - 25%
- ▲ > 25%

# INFLUENCE AREA TRAFFIC (2050)

## Interstate Travel Speeds

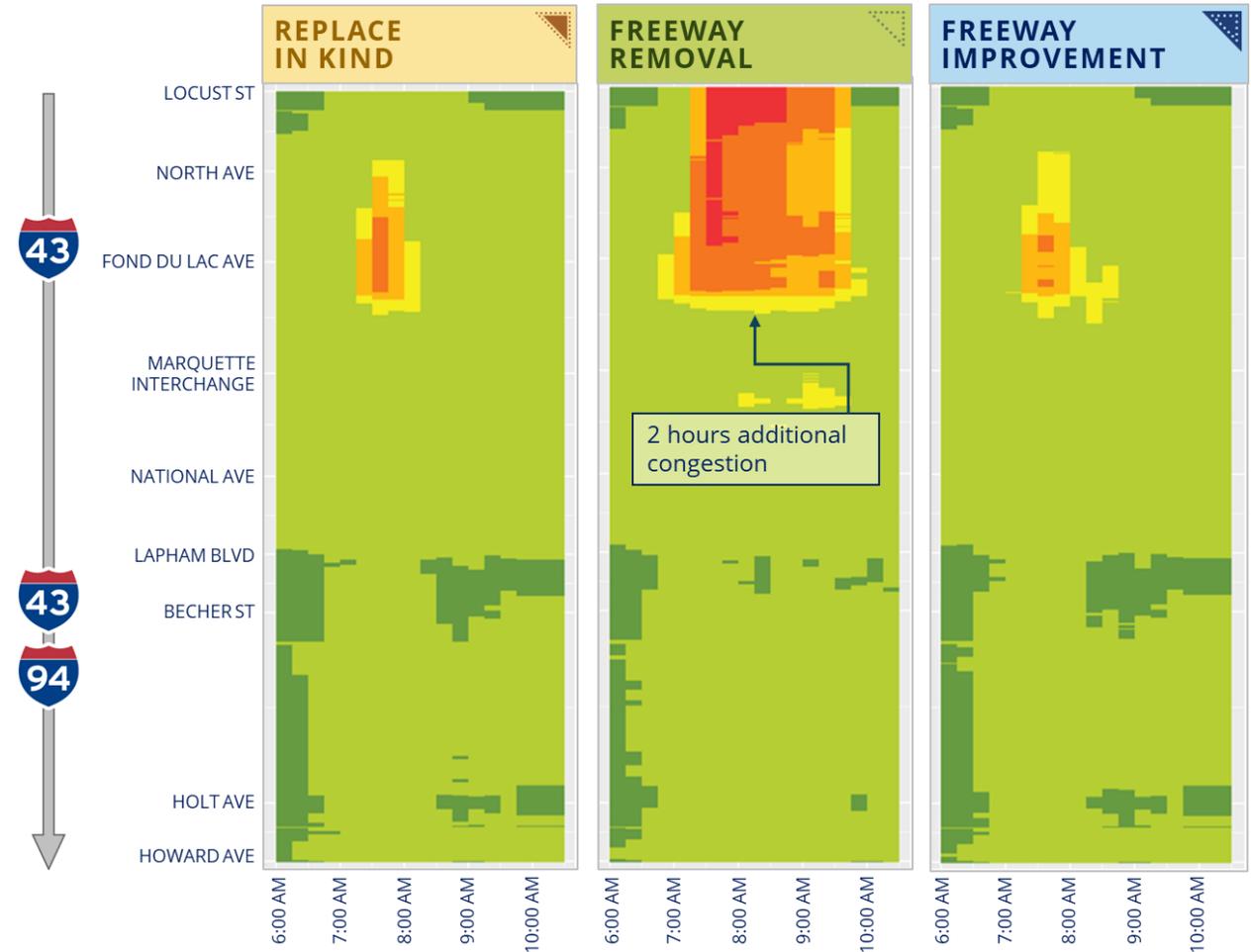
- Freeway conditions on I-43/94 and I-94 during peak periods are expected to be similar under Replace in Kind and Freeway Improvement alternatives.
- Freeway Removal alternative is projected to have more congestion on I-43/94 during weekday peak periods.

**More traffic analysis results are available on our website, including:**

- Interstate travel speeds
- Travel time comparisons
- Vehicle hours traveled

## I-43/94 SOUTHBOUND

### TYPICAL WEEKDAY DURING AM PEAK PERIOD





# **NOVEMBER 2025 PUBLIC INVOLVEMENT MEETING #2 SUMMARY**

# PUBLIC INVOLVEMENT MEETINGS

NOVEMBER 4 and NOVEMBER 5, 2025

- **Purpose:** To share the latest study findings and present preliminary evaluation criteria based on the project's purpose and need.
- **Meeting Summary:**
  - Two meeting locations
  - 700+ attendees
  - 842 comment forms
    - 77% within Milwaukee County
  - 2,800+ meeting page views



# WHAT WE HEARD

## EARLY THEMES

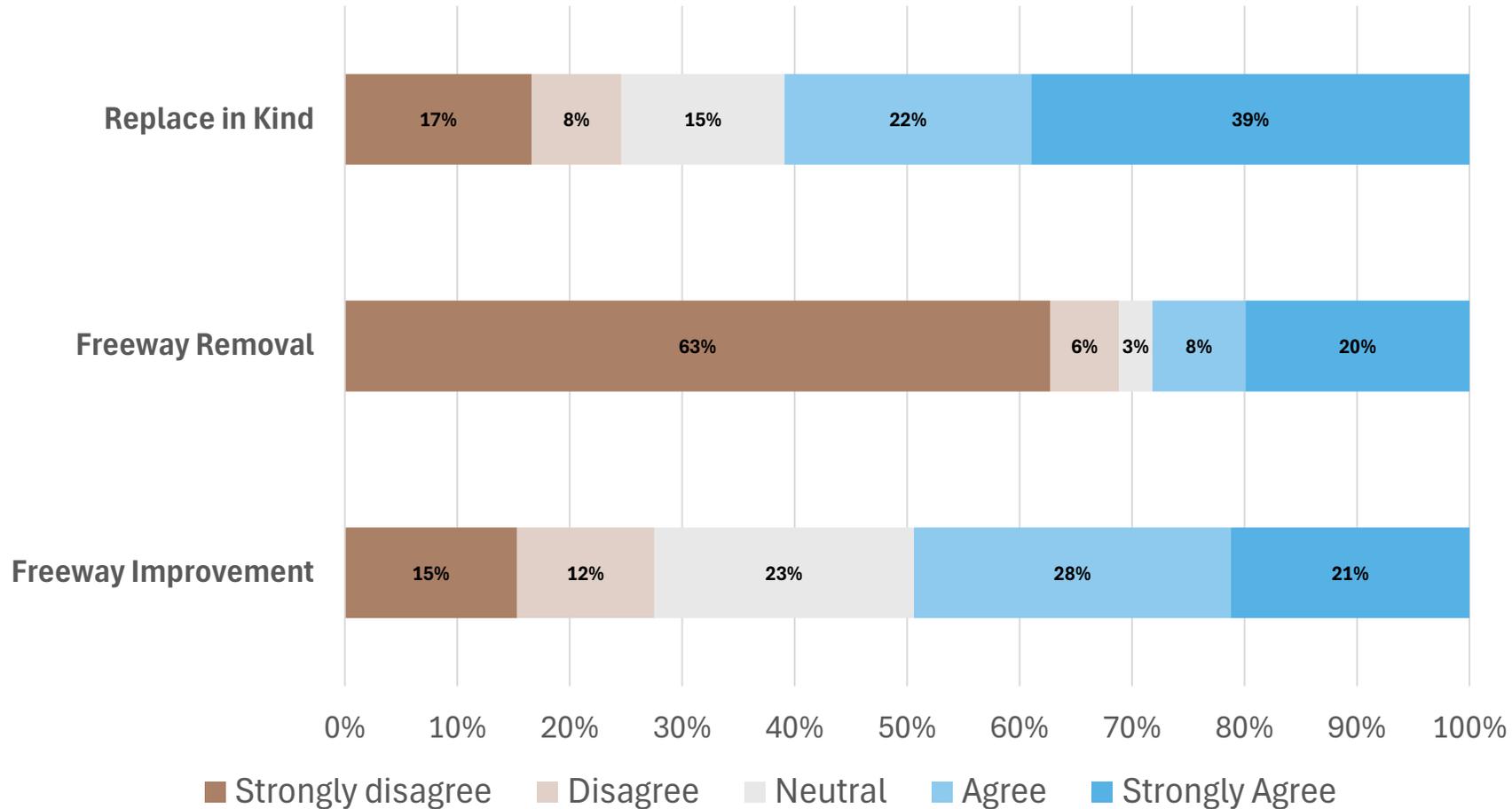
- Traffic data was valuable to help people understand the alternatives
- While this meeting was focused on traffic, there is interest in other purpose and need criteria
- Increased interest in bike and pedestrian features and ways to make the area more active compared to previous meetings
- Feedback differed at the two meetings; with the southside attendees concerned about freeway removal
- Some people want more focus on the benefits of improving the freeway, not just removing or replacing it



# COMMENT FORM SAMPLE QUESTION

## TRAVEL PATTERNS

*If this alternative was constructed my travel patterns would be maintained or improved*



# NEXT STEPS

# NEXT STEPS

Activities	Schedule
<b>Public Involvement Meeting #3</b> <ul style="list-style-type: none"><li>• Additional Traffic and Safety</li><li>• Land Use Market Analysis</li><li>• Freight Analysis</li><li>• Costs by Alternative</li></ul>	Spring 2026
<b>Public Hearing</b> <ul style="list-style-type: none"><li>• Finalization of Resource Impacts</li><li>• Draft Environmental Impact (DEIS)</li><li>• Preferred Alternative</li></ul>	Fall 2026
<b>Final EIS / Record of Decision</b>	Spring/Summer 2027

# QUESTIONS?



## WEBSITE

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[794lakeinterchange.wisconsin.gov](http://794lakeinterchange.wisconsin.gov)

## CONTACT

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