

January 21, 2026



LAKE INTERCHANGE STUDY

MILWAUKEE COUNTY TRANSPORTATION
AND TRANSIT COMMITTEE

EXPLORING POSSIBILITIES TOGETHER

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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.

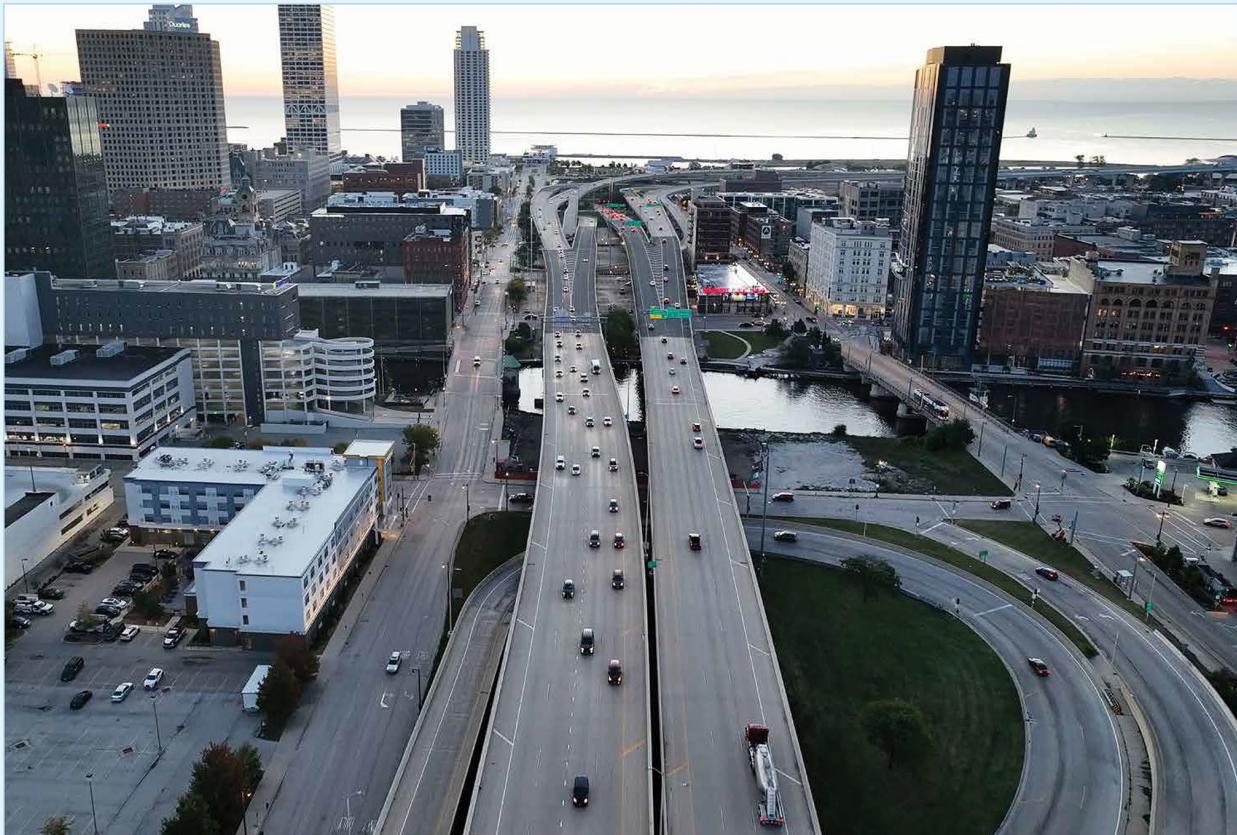
Approximately **1.5 MILES OF INTERSTATE**

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



SYSTEM LINKAGES



TRAFFIC OPERATIONS

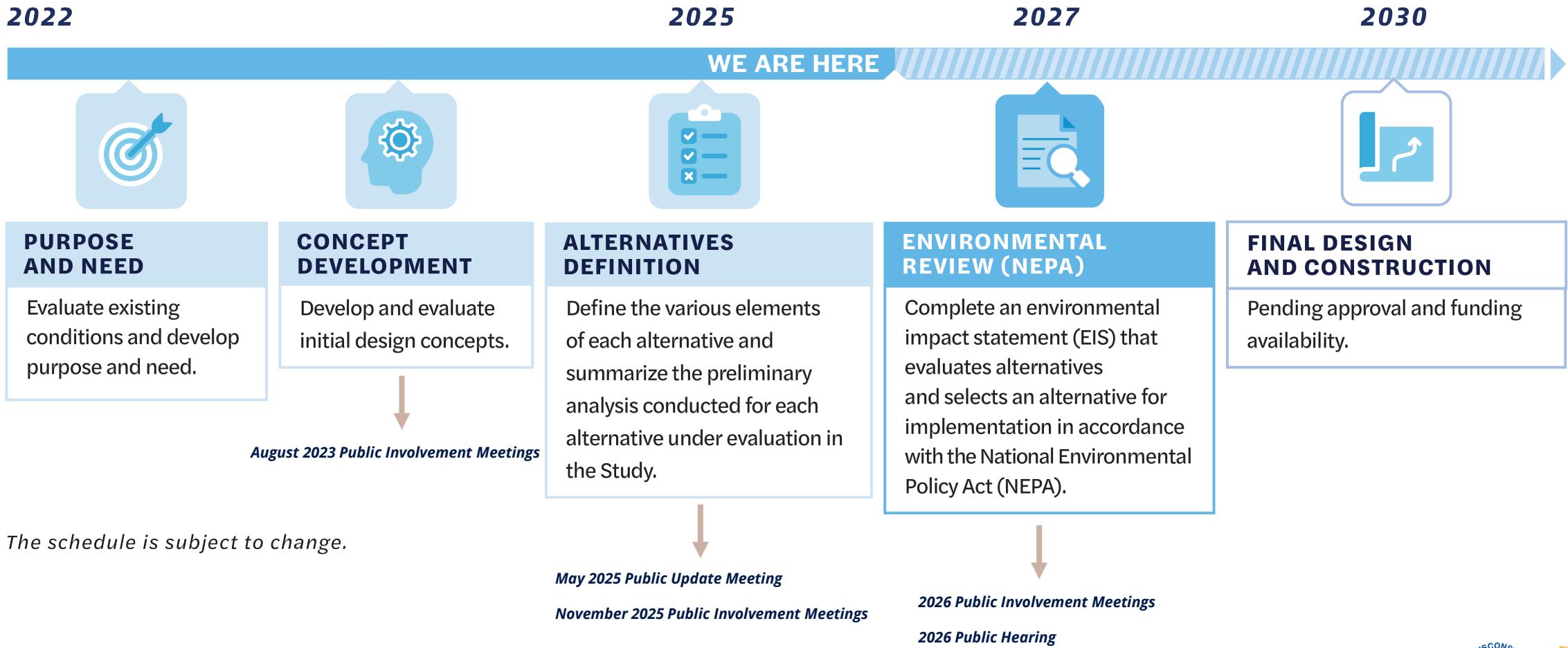


BICYCLE AND PEDESTRIAN ACCOMMODATIONS

LAND USE AND COMMUNITY COMPATIBILITY

STUDY AND PROJECT PHASES

PUBLIC INVOLVEMENT, STAKEHOLDER OUTREACH and LOCAL GOVERNMENT
coordination will occur throughout the study.



PUBLIC ENGAGEMENT

HOW WE'VE CONNECTED

4,500+
PUBLIC
COMMENTS



80+
STAKEHOLDER
MEETINGS



40+
ELECTED
OFFICIAL
BRIEFINGS
and LOCAL
GOVERNMENT
COORDINATION
MEETINGS



5
PUBLIC
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

BRIDGE CONDITIONS

SUBSTANDARD ROADWAY DESIGN AND GEOMETRIC FEATURES

SAFETY CONDITIONS

TRAFFIC OPERATIONS

SYSTEM LINKAGES

BICYCLE AND PEDESTRIAN ACCOMMODATIONS

LAND USE AND COMMUNITY COMPATIBILITY

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

EACH TOPIC INCLUDES

EXISTING CONDITIONS

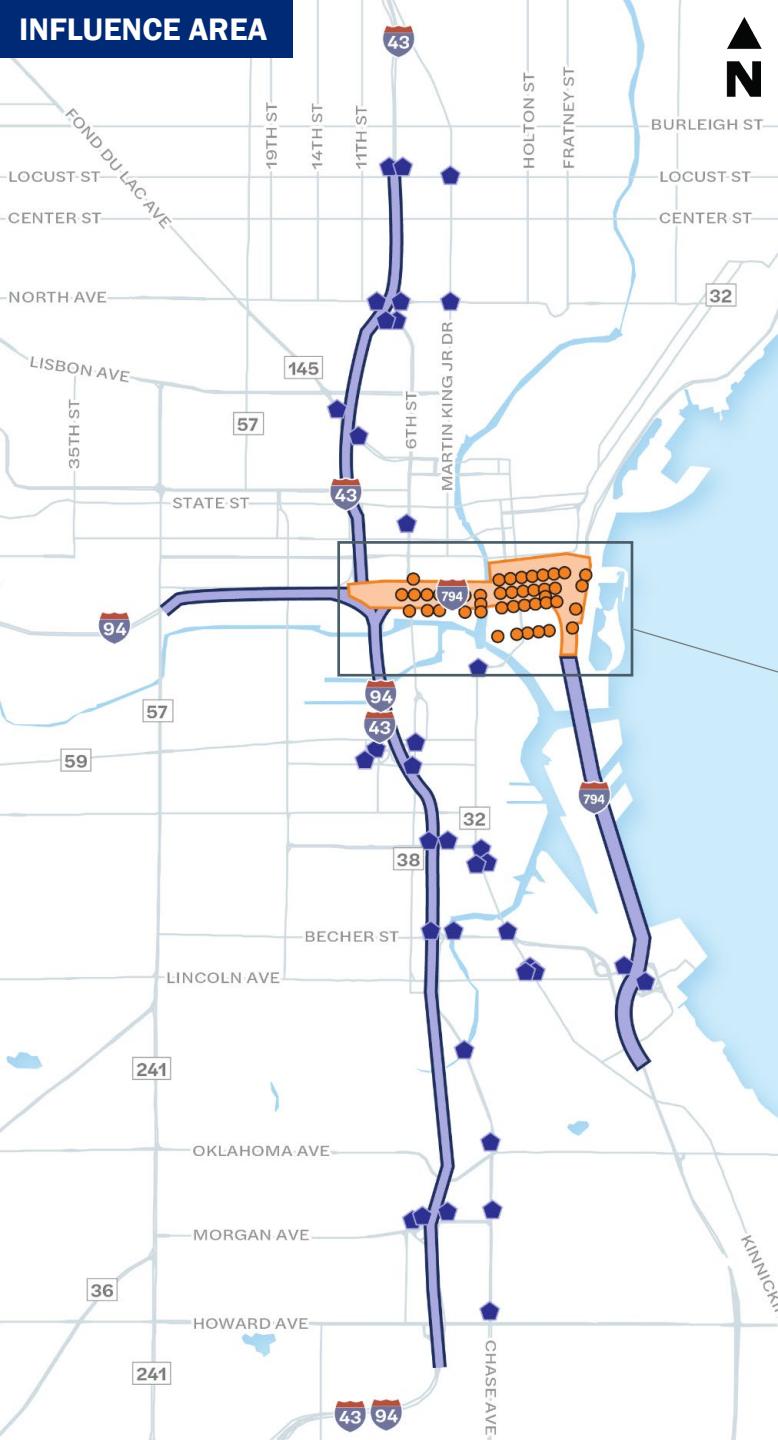
Inventory and analysis of existing conditions for each topic area.

PRELIMINARY EVALUATION

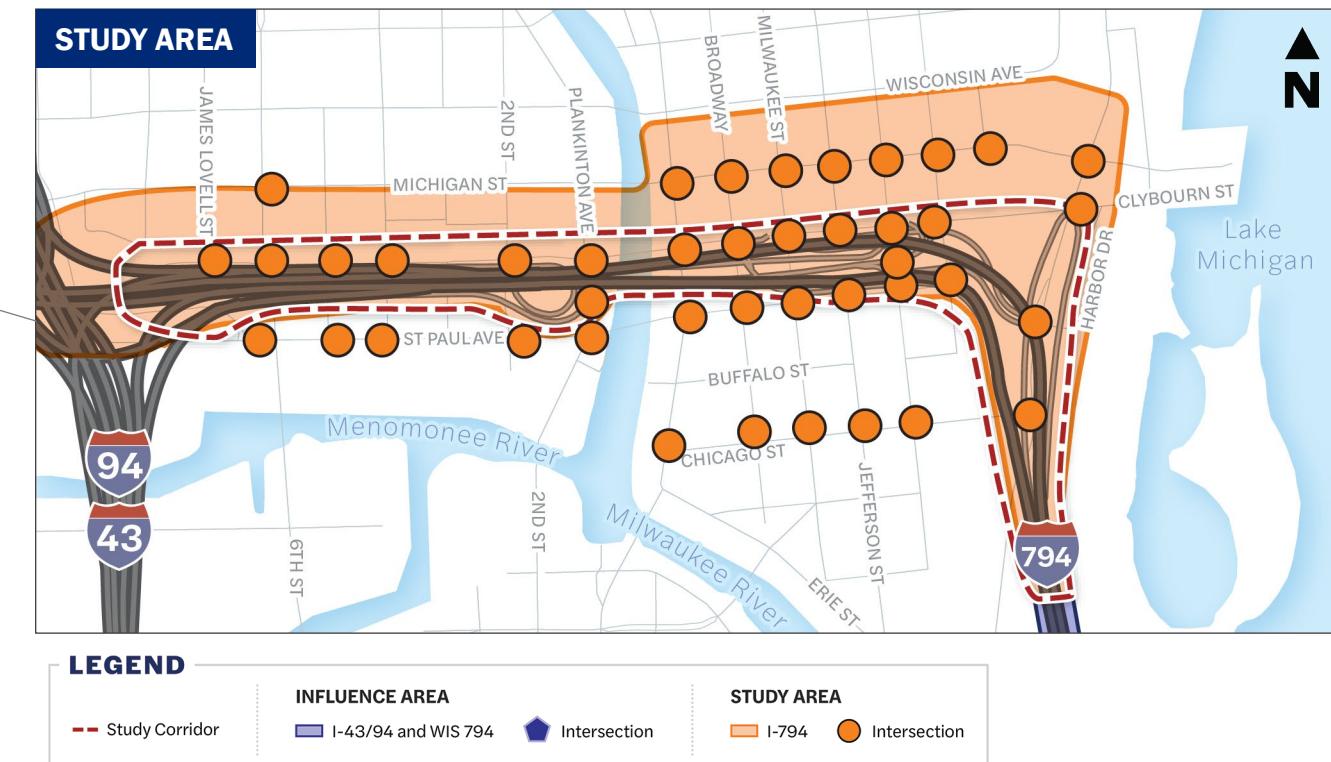
Preliminary evaluation of each alternative based on the criteria. Some evaluations are pending based on future analysis.

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



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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 Represents both Left- and Right-Hand Ramp alternatives	33	7	1

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

REPLACE IN KIND



FREEWAY REMOVAL



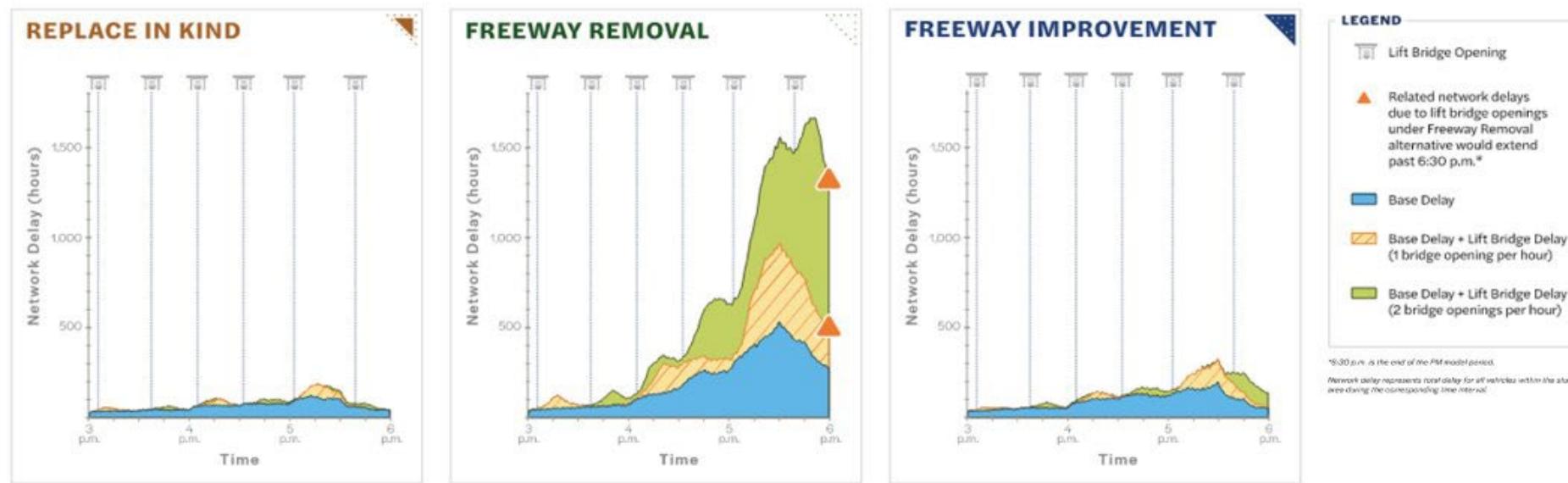
FREEWAY IMPROVEMENT



STUDY AREA TRAFFIC (2050)

Lift Bridge Openings

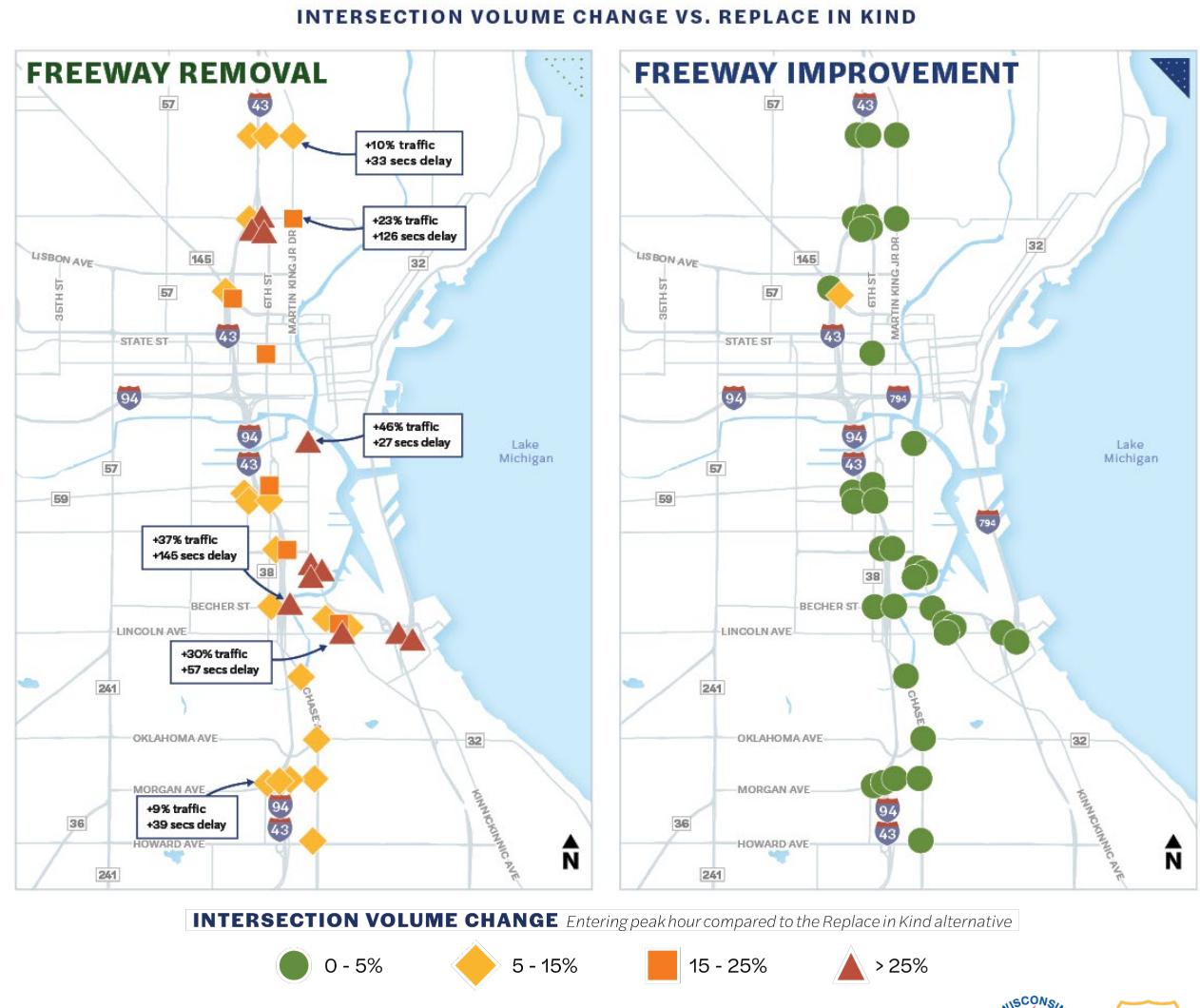
- The Freeway Removal alternative is expected to experience five to eight times as much delay with one and two lift bridge openings per hour respectively than the Replace in Kind alternative.
- Study area network does not recover by 6:30 pm under Freeway Removal alternative with one and two lift bridge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



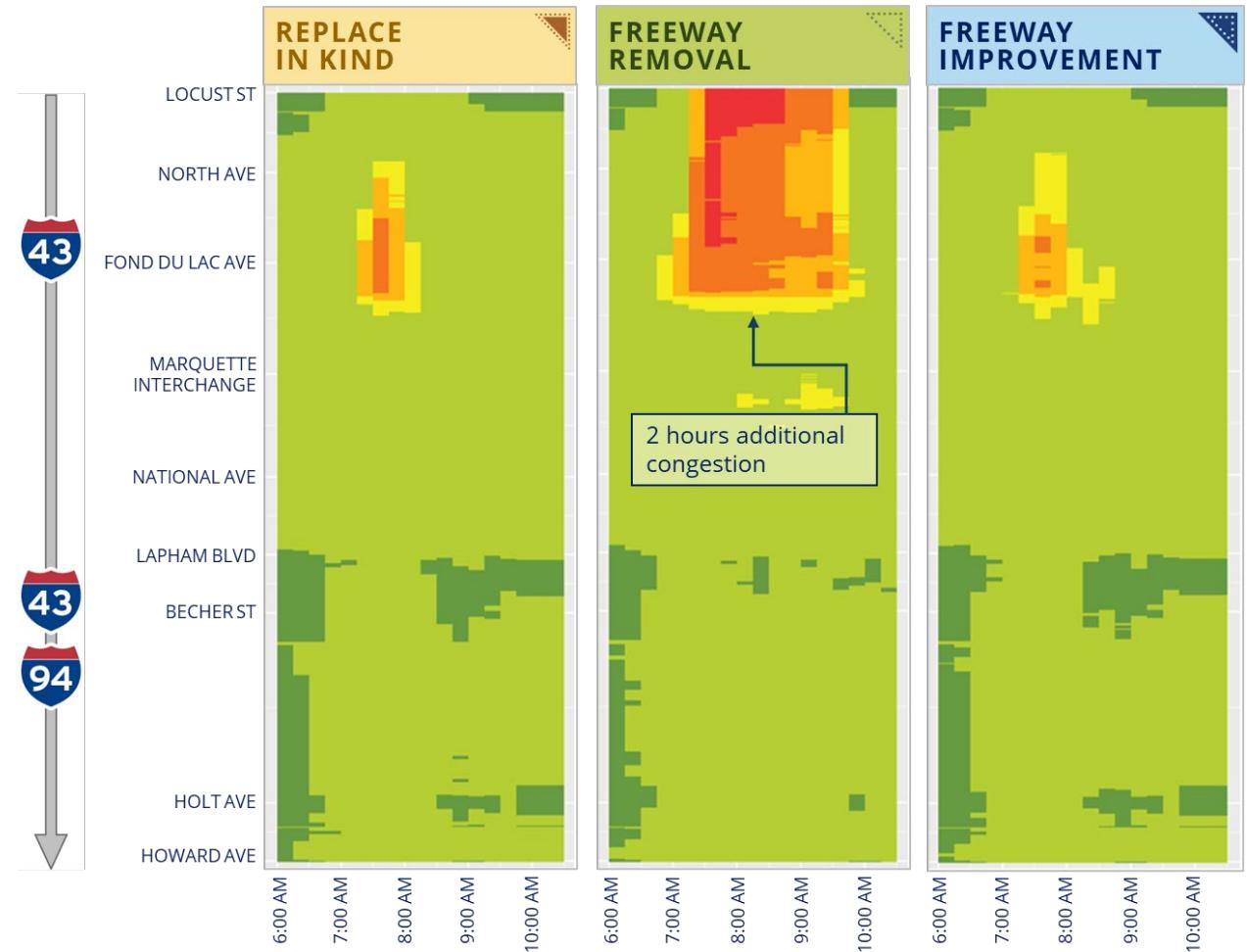
INFLUENCE AREA TRAFFIC (2050)

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



NOVEMBER 2025 PUBLIC INVOLVEMENT MEETING #2 SUMMARY

PUBLIC INVOLVEMENT MEETINGS

NOVEMBER 4 and NOVEMBER 5, 2025

- **Purpose:** To inform the public about the findings on the alternatives and how they meet the purpose and need.
- **Meeting Summary:**
 - Two meeting locations
 - 700+ total attendees
 - 830+ comment forms
 - 78%/649 from Milwaukee County
 - 740+ video views
 - 2,800+ meeting page views



WHAT WE HEARD

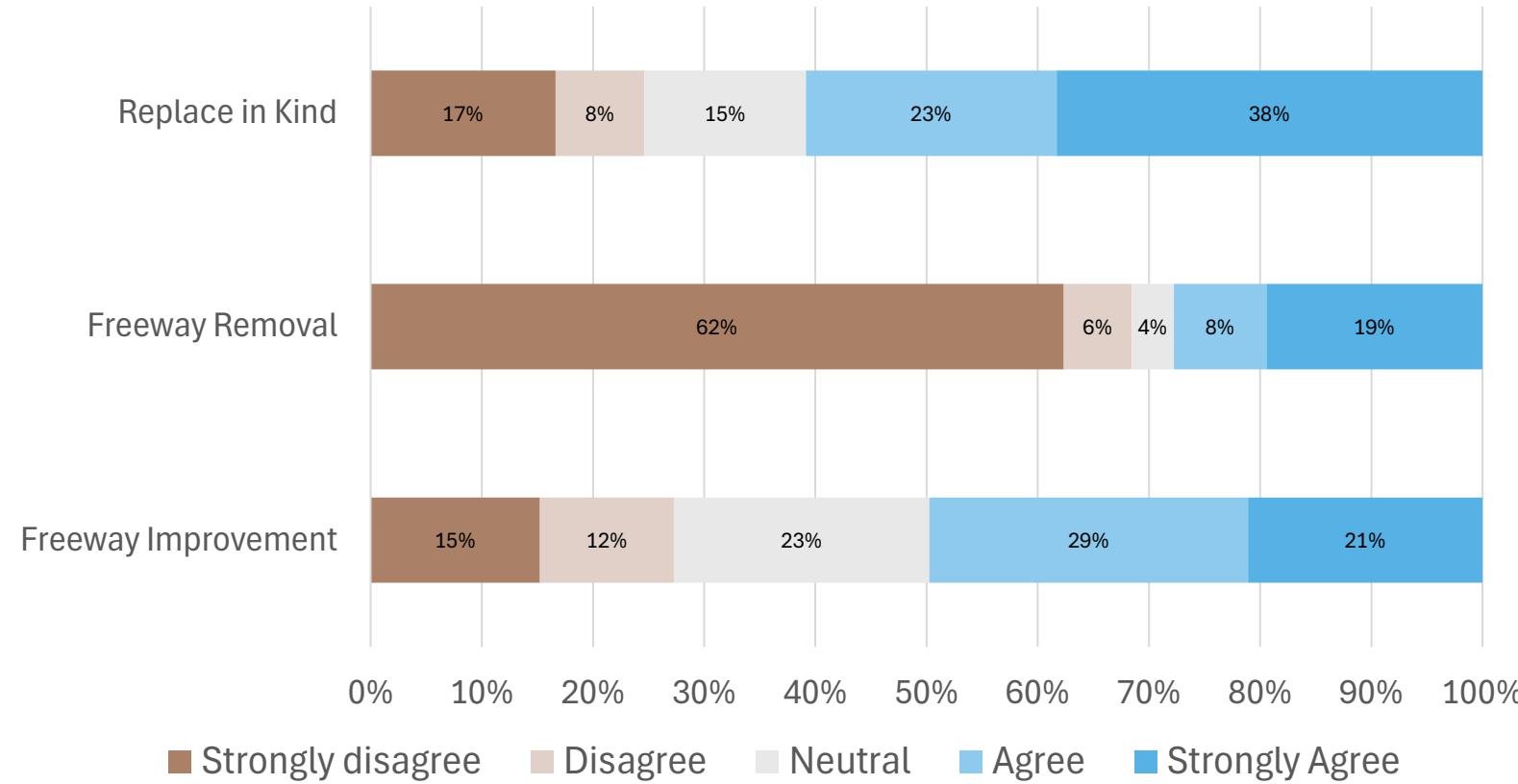
EARLY THEMES

- Traffic data was valuable to help people understand the alternatives
- 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
- Increased interest in bike and pedestrian features and ways to make the area more active compared to previous meetings
- Interest in other purpose and need criteria, with this meeting focused on traffic



WHAT WE HEARD

If the alternative was constructed my travel patterns would be maintained or improved?



**Full comment form results
from all questions are
available on our website.**

NEXT STEPS

NEXT STEPS

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

QUESTIONS?



WEBSITE



794lakeinterchange.wisconsindot.gov

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