

Reimagining WIS 175 Study Wisconsin Avenue to Lisbon Avenue

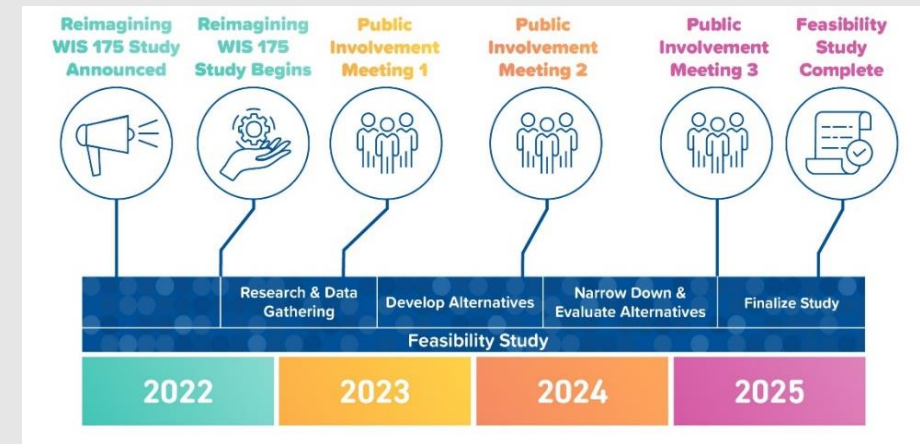
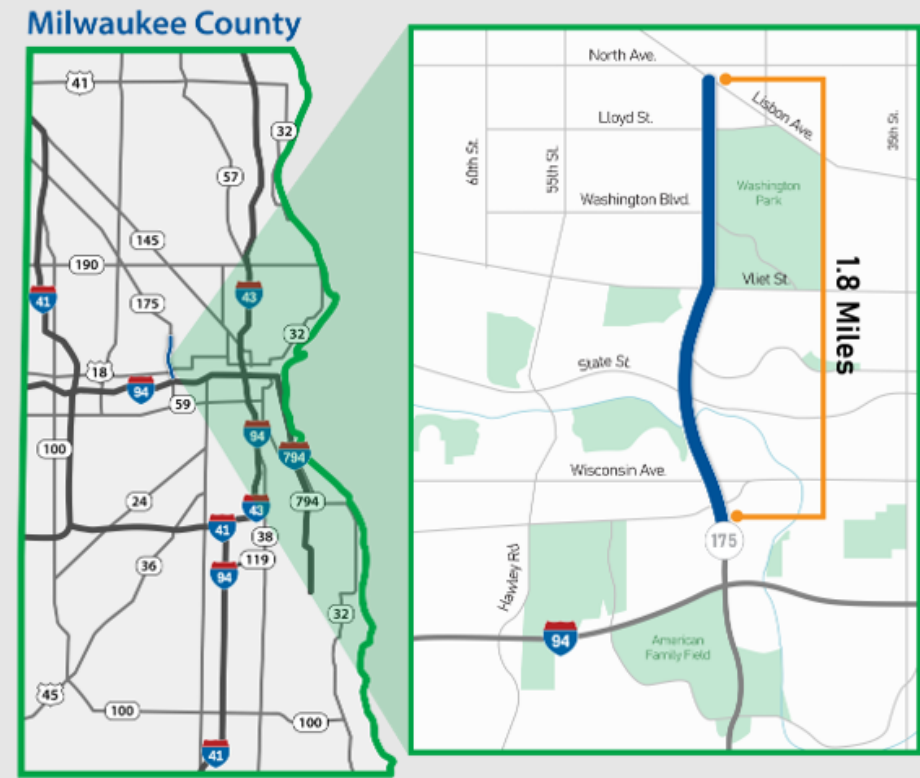
Milwaukee County – Final Report Rollout

January 21, 2026








Reimagining WIS 175 Study

- Completed as a partnership with Milwaukee County and City of Milwaukee
- Stadium Interchange to Lisbon Avenue
- 1.8 miles
- Study was a 3-step process to narrow alternatives + 3 public meetings guided alternative development



Purpose and Need

Evaluate alternatives for the future of WIS 175 Corridor that:

-  Address aging infrastructure and outdated design
-  Improve safety and traffic operations for all modes
-  Support transit, biking and walking
-  Reconnect neighborhoods & promote economic vitality
-  Transition where the freeway ends to the local street network

Study Report Highlights

- Public input shaped alternatives
- Study Report compared four alternatives, no preferred option selected
- PIM #3 held on April 2, 2025 shared the results and gathered comments
 - High level traffic analysis identified potential delays and diversion
 - Safety review evaluated current corridor conditions
 - Environmental scan flagged no major concerns
 - Reconnection Evaluation for all alternatives including physical, economic and social factors
- Study Report sets the stage for future PEL / NEPA, where alternatives will be reviewed, further evaluated, refined and reduced
- Final Report to be published in early 2026 on WisDOT website: wisconsindot.gov/reimagine175



PIM #3 Take Aways

- Support for slower speeds and safer roadways for all users
- Support for multi-modal facilities on WIS 175 (ped, bike and transit)
 - Connecting existing regional trails (Oak Leaf Trail and Hank Aaron)
 - Better mobility connecting parks and services
- Washington Park access should be improved for all modes
- The replace-in-kind alternative did not meet the study's goals and received the least positive feedback
- Public feedback preferred WIS 175 at-grade from Vliet Street to Lisbon Avenue offered by Alternatives 2 and 3 over Alternative 1
- Support for development of potential surplus land
- New development should maintain neighborhood character

Opportunities of Reimagining WIS 175



User Safety

- Safe road users
- Safe speeds
- Safe roads



Transportation Operations

- Acceptable vehicle diversion
- Acceptable system travel time
- Acceptable intersection traffic operations



Multi-modal Mobility

- Local & regional connections
- Safe bike and pedestrian connections
- Improved transit connections



Neighborhood Design

- Urban form & character
- Public & community meeting places
- Mitigate disconnections

Residential development opportunities



Social Reconnection

- Access to goods & services
- Improve quality of life
- New business opportunities

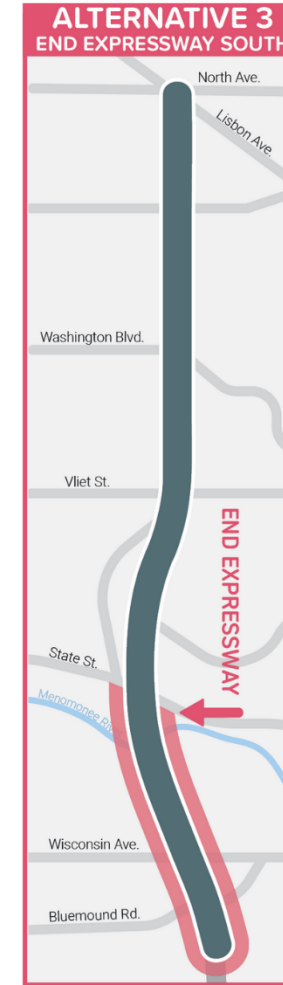
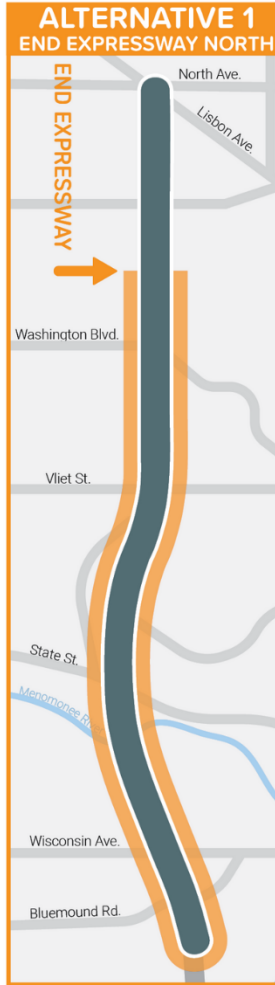
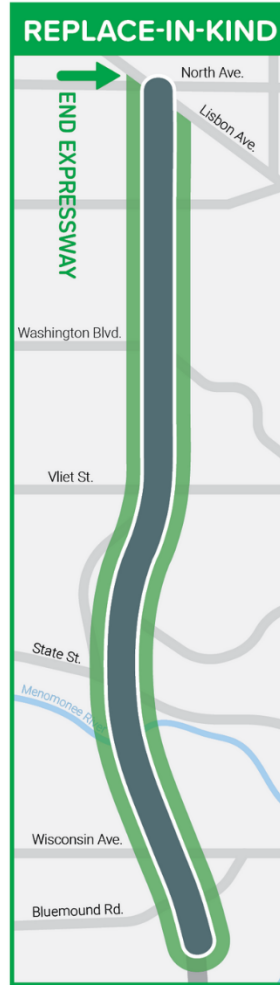


Economic Reconnection

- Accessible jobs & workforce training
- Equitable home-ownership
- Business development opportunities

Study Alternatives focused on where the expressway ends

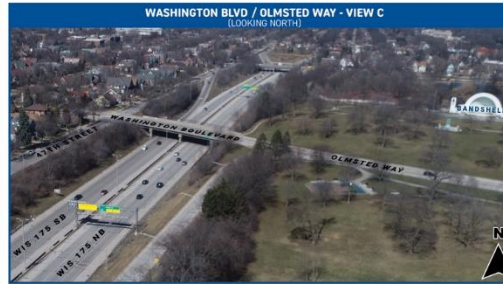
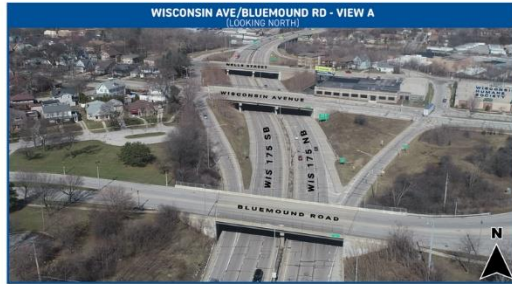
WE STARTED WITH 27 DIFFERENT ALTERNATIVES. WE NOW HAVE FOUR TO SHARE.



Existing / Replace-In-Kind



EXISTING / REPLACE-IN-KIND
APRIL 2025



WHAT'S ON THIS EXHIBIT?

This exhibit shows the Replace-In-Kind Alternative:

- The top row shows existing aerial imagery of key areas along the project corridor.
- The middle row shows the plan view of the Replace-In-Kind Alternative.
- The bottom row shows typical sections at key locations along the corridor.
- A summary of the criteria evaluation for the Replace-In-Kind Alternative is shown below.

ESTIMATED ROADWAY CONSTRUCTION COST

\$102 - 126 Million

*2025 dollars

RECONNECTION

Land Available for Future Uses 0 Acres	New Residential 0 Acres	New Activity Places 0 Acres
	New Non-Residential 0 Sq. Ft.	Potential Relocations 0

ENVIRONMENTAL

- Potential Relocations: 0
- Park Impacts: 0.0 Acres
- Wetland Impacts: No substantial impacts anticipated
- Traffic Noise Impacts: No substantial impacts anticipated
- Stormwater Quality Impacts: No impacts anticipated
- Cultural Resources Impacts: No impacts anticipated

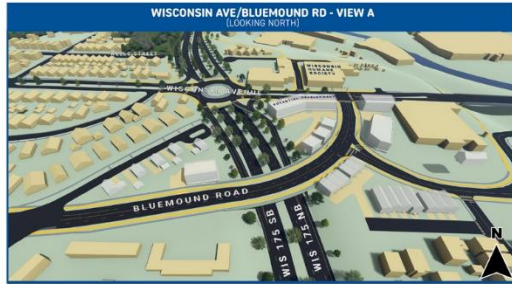
TRANSPORTATION

TRAVEL TIME: WIS 175

Replace-In-Kind: 2.0-2.5 Minutes

Designed using traditional road safety practices

Alternative 1: End Expressway North



WHAT'S ON THIS EXHIBIT?

This exhibit shows Alternative 1:

- The top row shows 3D imagery of what Alternative 1 would look like at key areas.
- The middle row shows the plan view of Alternative 1 with notes indicating important changes from the existing conditions.
- The bottom row shows typical sections at key locations along the corridor.
- A summary of the criteria evaluation for Alternative 1 is shown below.

ESTIMATED ROADWAY CONSTRUCTION COST

\$185 - 227 Million

*2025 dollars

RECONNECTION

Land Available for Future Uses 20 Acres	New Residential ~11 Acres	New Activity Places 3-4 Acres
	New Non-Residential 10-20K Sq. Ft.	Potential Relocations 1

ENVIRONMENTAL IMPACT

- Potential Relocations:** 1
- Park Impacts:** + 0.2 Acres
- Wetland Impacts:** No substantial impacts anticipated
- Traffic Noise Impacts:** No substantial impacts anticipated
- Stormwater Quality Impacts:** No substantial impacts anticipated
- Cultural Resources Impacts:** No impacts anticipated

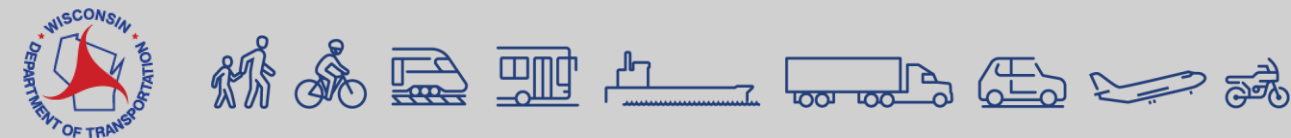
TRANSPORTATION

TRAVEL TIME: WIS 175

Replace-In-Kind	2.0-2.5 Minutes
Alternative 1	2.0-3.5 Minutes

Safe System approach used to reduce crash severity and save lives through safe roads and speeds.

ALTERNATIVE 1: END EXPRESSWAY NORTH
APRIL 2025



Alternative 2: End Expressway Middle



ALTERNATIVE 2: END EXPRESSWAY MIDDLE
APRIL 2025



WHAT'S ON THIS EXHIBIT?

This exhibit shows Alternative 2:

- The top row shows 3D imagery of what Alternative 2 would look like at key areas.
- The middle row shows the plan view of Alternative 2 with notes indicating important changes from the existing conditions.
- The bottom row shows typical sections at key locations along the corridor.
- A summary of the criteria evaluation for Alternative 2 is shown below.

ESTIMATED ROADWAY CONSTRUCTION COST

\$128 - 155 Million

*2025 dollars

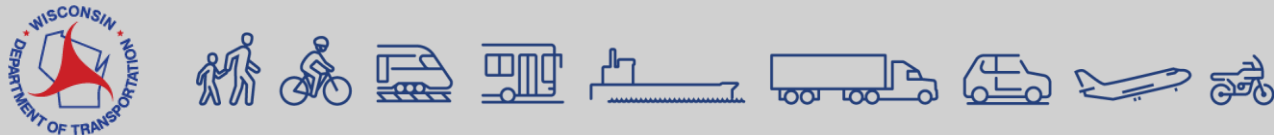
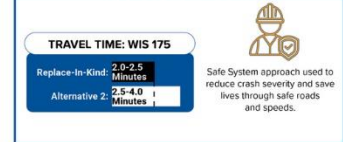
RECONNECTION



ENVIRONMENTAL IMPACT

- Potential Relocations:** 2
- Park Impacts:** + 0.2 Acres
- Wetland Impacts:** No substantial impacts anticipated
- Traffic Noise Impacts:** Potential impacts for at-grade area
- Stormwater Quality Impacts:** Opportunities to improve quality
- Cultural Resources Impacts:** No impacts anticipated

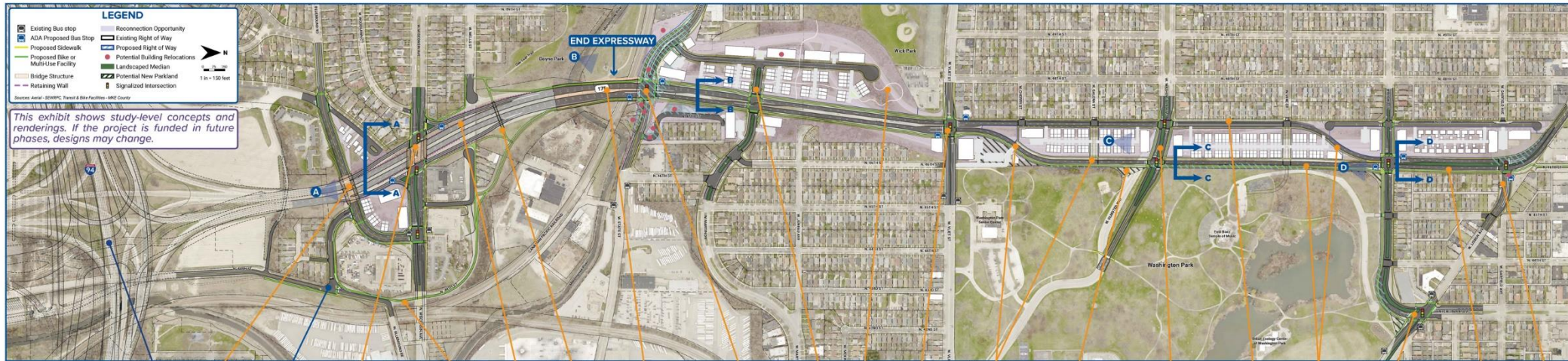
TRANSPORTATION



Alternative 3: End Expressway South



ALTERNATIVE 3: END EXPRESSWAY SOUTH
APRIL 2025



KEY FEATURES

- I-94 Project will reconstruct the Stadium Interchange
- Bluemound Rd reconfigured to connect directly into Wisconsin Ave
- I-94 Project will extend the Hank Aaron Trail
- Wis 175 is grade separated at Wisconsin Ave as diamond interchange
- Remove 44th St north of Bluemound Rd for Hank Aaron Trail extension
- Wells St bridge is removed
- Oak Leaf Trail bridge to connect to Hank Aaron Trail
- Wis 175 remains above Menomonee River and railroad
- State St raised to at-grade intersection, allowing for bus transfers and direct access to State St
- Martin Dr is extended to Wis 175
- Alois St is removed
- Violet St is at-grade intersection
- New pedestrian crossings and connections to Washington Park
- Net increase in park land for Washington Park
- Washington Blvd and Olmsted Way intersections are at-grade intersections
- Southbound Wis 175 to replace N 47th St
- One-way split between Violet St and Lloyd St
- Lloyd St / Sherman Blvd and Lisbon Ave intersection is realigned to improve safety
- Wis 175 to replace 46th St north of Lloyd St
- Lisbon Ave is realigned to improve safety



WHAT'S ON THIS EXHIBIT?

This exhibit shows Alternative 3:

- The top row shows 3D imagery of what Alternative 3 would look like at key areas.
- The middle row shows the plan view of Alternative 3 with notes indicating important changes from the existing conditions.
- The bottom row shows typical sections at key locations along the corridor.
- A summary of the criteria evaluation for Alternative 3 is shown below.

ESTIMATED ROADWAY CONSTRUCTION COST

\$123 - 150 Million

*2025 dollars

RECONNECTION

Land Available for Future Uses 35 Acres	New Residential ~18 Acres	New Activity Places 10-11 Acres
	New Non-Residential 45-65K Sq. Ft.	Potential Relocations 10

ENVIRONMENTAL IMPACT

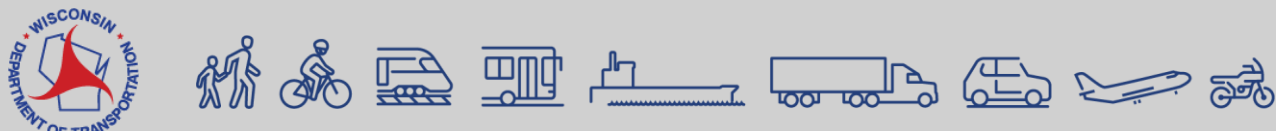
- Potential Relocations:** 10
- Park Impacts:** + 0.5 Acres
- Wetland Impacts:** No substantial impacts anticipated
- Traffic Noise Impacts:** Potential impacts for at-grade area
- Stormwater Quality Impacts:** Opportunities to improve quality
- Cultural Resources Impacts:** No impacts anticipated

TRANSPORTATION

TRAVEL TIME: WIS 175

Replace-in-Kind:	2.0-2.5 Minutes
Alternative 3:	4.0-5.0 Minutes

Safe System approach used to reduce crash severity and save lives through safe roads and speeds.



Report Alternatives Highlights

Additional information on PIM #3 and the Study Alternatives can be found at: bit.ly/wis175

or using QR code:

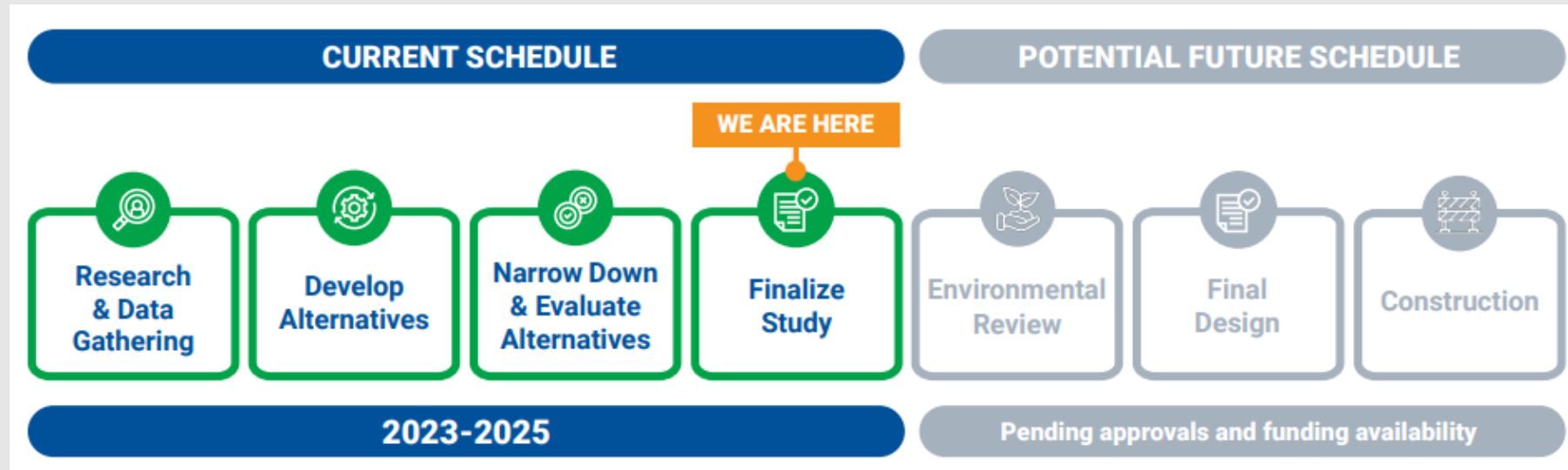


Alternative	Construction Cost (2025 Dollars)	Relocations	Potential Surplus Land (Acres)	Miles of expressway converted
Replace-In-Kind	\$102 - \$126	0	0.0	0.0
Alternative 1 – End Expressway North	\$185 - \$227	1	19.6	0.2
Alternative 2 – End Expressway Middle	\$128 - \$155	2	31.0	0.8
Alternative 3 – End Expressway South	\$123 - \$150	9	37.0	1.3

Next Steps

WisDOT is evaluating funding opportunities to continue the project engineering in partnership with Milwaukee County and the City of Milwaukee.

Timing of construction will be dependent on funding.



Questions?

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Scan the QR
code to see the
study website



[Wisconsindot.gov/reimagine175](https://wisconsindot.gov/reimagine175)



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